



messing about in **BOATS**

Special Features This Issue
“Cedar Key 2007” – “Debsconeag Lakes Loop Trip”
“The Sea Lion” – “Building a Kayak”

Volume 25 – Number 5

July 15, 2007



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Commentary...

Bob Hicks, Editor



My own personal on-the-water season got underway in late May when friend Charlie and I journeyed to Cape Cod for an annual kayak outing with mutual acquaintance Stan, who is scheduled into his annual timeshare vacation home the last week in May. Our local guides are John and Sandy, experienced kayaking retirees on the Cape who have been paddling there a dozen years now. Stan is a casual paddler, he rents his kayaks for the few outings in which he indulges, usually a double so his adult son Eric can join in. Charlie and I met Stan through our mutual volunteer days in the '90s with Outdoor Explorations, a Boston organization devoted to taking persons with disabilities on outdoor adventures. This year Amy, another OE alumnus, joined us.

Unlike last year's outing on Buzzards Bay, when strong southwest winds and rough seas curtailed the original planned route and kept us penned inside more protected local harbor waters (see September 1, 2006 "Commentary"), this year the chosen venue was Nauset Bay on the outer Cape in Eastham. Protected from the open Atlantic by the barrier Coast Guard Beach, the area is a backwater of shallow bays and channels amongst tidal flats, mostly surrounded by conservation land and the Cape Cod National Seashore on its northern end where we put in just south of Salt Pond Bay. The illusion of paddling in natural surroundings unspoiled by man succeeded.

We saw no powerboats at all, the only other water craft out on this cloudy cool Thursday were several kayak outfitters taking their clients out, but we soon left them behind as we headed further north towards Nauset Light at the head of the bay. The only concern this year was the state of the tide for the chosen paddling area is very shallow, even near the top of the tide we often were paddling some distances in a few inches of water. To avoid becoming trapped in the northernmost reaches of the bay as the tide ebbed, we had gone up with the tide late morning as it neared high and come back behind the beach at the top and early ebb.

Charlie and I were in my Seda Tango double, 21' of wonderful cruising kayak for two. The widely spaced cockpits permit unsynchronized paddling, important for us as I need not pace myself by Charlie's sometimes erratic and interrupted paddling, I can keep on at my usual pace to keep the big boat moving.

Our lunch stop on the backside of Coast Guard Beach just north of the outlet to the open sea, where breakers were piling up from the now outgoing tide meeting the strong northeast wind, was on a narrow strip of beach outside a closed-off area in which seabirds were nesting. Some of the group

hiked off beyond the closed area to cross over to the ocean side.

Now, Charlie cannot get out of the kayak due to his disability so he remains aboard beached nearby the shore party. As we awaited the return of the wanderers we noted that the beach being revealed by the outgoing tide was rapidly moving away from us, the water was so shallow that a 6" drop in the tide would run the beach out 100' or more. To avoid Charlie and the Tango becoming embedded in the sand and difficult, if not impossible, to refloat, I periodically would drag them further and further out following the receding water.

We all got off ahead of the now rapidly drying out surrounding shallows and returned to the put-in to find still ample flat packed gravelly sand over which it was possible to wheel Charlie's wheelchair right to his side. It was an enjoyable outing for us all, and especially so for Charlie, an enthusiastic student of nature whose access to natural delights is so enhanced by a kayak.

Our second outing was the day before I am writing this (June 14 as we go to press). This was on the middle-upper reaches of Boston's (where it meets the sea) Charles River, on a placid flatwater stretch between dams. On this sort of really protected flatwater Charlie paddles his own 10' Heritage Ultralite, a wide, stable boat intended for fishing. The nature of Charlie's paralysis requires that he not lose his upper body balance, for once he starts to tip he cannot save himself and over he would go. The Heritage solo works perfectly for him with its wide, flat bottom and cockpit side support.

I borrow my daughter's Old Town 13' Loon for these outings. Last winter I sold my 19' Seda Big Glider solo, another wonderful boat but one I had not been using in recent years as I no longer am entertaining ideas of paddling on unprotected waters. Using it on our leisurely flat water outings would be like idling along in a Ferrari. It's easier and more enjoyable for me to use a boat that has a hull speed closer to the short Heritage.

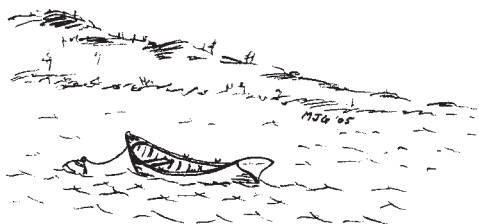
We put in at the South Natick dam and paddled about four miles upstream under threatening skies before stopping for lunch and our turnaround. Our return was hastened some by the current now in our favor, and a good thing it was as the rain got more serious. Even though it was nearly mid-June the temperature was only in the high 50s with a strong northeast wind driving the rain. Our rain gear was minimal, we didn't get soaked to the skin, but as I was loading up the boats and gear I was thinking where is this global warming trend anyway? This second cold rainy spring in a row suggest that some global warming around here might be welcomed.

In This Issue...

- 2 Commentary
- 3 From the Journals of Constant Waterman
- 4 You write to us about...
- 6 Book Review
- 8 Cedar Key 2007
- 12 The Antique and Classic Boat Festival
- 16 The Herrick's Cove Festival
- 17 The Debsconeag Lakes Loop Trip
- 20 Another Bad Day at Black Rock
- 21 Major Island Cleanup Effort
- 22 The *Sea Lion*
- 24 Building a Hybrid Kayak
- 26 Bolger on Design
- 30 From the Lee Rail
- 31 Trade Directory
- 37 Classified Marketplace
- 39 Shiver Me Timbers

On the Cover...

Reader Turner Matthews sent us this cover photo of Robb White's son Wes at this year's Cedar Key event featured in this issue. Wes is sailing his unique proa accompanied by his mother Jane and son Will. Cedar Key 2006 was Robb's last outing only two weeks before his sudden and untimely death.



By Matthew Goldman

From the Journals of Constant Waterman

Rockport, Massachusetts, has always been special to me even though I've never sailed by it. As children my elder sister and I would visit our favorite aunt who vacationed there. Our father's sister, Deborah, had become heir to the family summerhouse, turn of the century, weathered shingles, ten rooms, and a wide veranda. The house sat in two acres of hayfield off an unpaved road. From the second floor one could see the twin lights on Thatcher's Island. They seemed far off, they were scarcely a mile distant.

I returned to Rockport recently, perhaps ten years ago. The house looked the same except for the tasteful addition of a three-bay carriage house. But Deborah has been gone these 25 years. A vigorous woman of 85, she dropped dead in the snow one day while putting out food for the birds.

Rockport has improved as a tourist trap. Bearskin Neck, overrun with gift shops and boutiques, vies with Motif #1, the small red fish house out on the pier which appears as pristine as ever. Most of the budding landscape artists determined to portray it would scarcely know a codfish from a catboat. Fifty years ago you could have taken a nap in the middle of Main Street and not more than four or five cars an hour would have run you over.

Deborah would take us into town for provisions and library books. Never having learned to drive, or seen much use for a car, our aunt would stride the mile into the village, rain or shine. Returning laden with parcels, she'd take the bus. Occasionally we'd visit the pound at the head of the pier and treat three little lobsters to a bus ride.

My greatest thrill was to visit the North Atlantic. A short walk from the house brought us to an immense outcropping of granite, sloping from the road down into the sea. To watch the tide roar in and crash against the bearded rocks, to stand just yards away from all that power, gave me my introduction to the sea. Long Island Sound, back home in Connecticut, seemed a mill pond by comparison. This was the North Shore's version of that "stern and rockbound coast" of the Pilgrim Fathers.

Close enough to the ocean for constant renewal spread a large tidal pool. A shallow depression in the ledge, perhaps 10'x30', it sufficed to support a habitat of its own. Little fish and crabs resided permanently in this pool, except when a perigee tide would inundate it, ousting some of the tenantry but introducing others. Best of all, it had room enough to sail my brand new boat.

I received, I think on my eighth birthday, a 20" wooden sloop with a deep fin keel. One could secure the tiller, cast off her pendant, and off she would go. Eventually she would round up, come about, and return to her home port. Give or take a few miles. It didn't much strain my vivid imagination to be aboard her. Taking the helm, I shoved off for parts unknown. Many have, I discovered. Some folks aver I never really returned.

One evening Deborah took us down to the rocks. A gale force wind assailed the shore, although no rain had yet fallen. For the very first time I saw what wind and water together might do. We stood at least a hundred feet from the tide. Twelve-footers roared in and dashed themselves on the ledge. Barrels of spray flew high in the air, descending with a slap. The retreating sea growled and sucked and heaved upright as the next wave met it. Together they fell and wrestled among the rocks. The din increased, the ravenous heavens howled. The tearing wrack disrobed a cowering moon as the glowering sky descended on the sea. Eventually came the torrent and we fled. The banshee wind shrieked havoc behind us up the black lanes of horrid, clutching hedges.

How fortunate to return to Deborah's sturdy home and sit in the flickering inglenook to dry and drink hot chocolate. On the hearth the dry logs roared, the windows sheeted rain. The rising wind shrieked ruin to ships at sea. Many a boat has perished on Rockport's reefs. My aunt gazed into the fire with distant eyes.

"Why won't she answer me?" I asked my sister.

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You write to us about...

Activities & Events...

Piscataqua Gundalow is 25

Twenty-five years ago on a rainy day in June the replica gundalow *Captain Edward H. Adams* was launched into the Piscataqua River, the boundary between New Hampshire and Maine, while several hundred people lined the banks to watch this historic event. It took three years to build the 70' replica on the grounds of Strawberry Bank Museum in Portsmouth, New Hampshire, with a group of dedicated shipwrights and volunteers led by local legendary boat builder Bud McIntosh. This event celebrated the hundreds of cargo-carrying gundalows built in the Piscataqua Region starting in 1650, and at the same time celebrated the 20th century creation of a unique teaching platform that still travels to all the Piscataqua region riverfront towns carrying a message that raises awareness of this region's maritime heritage and contemporary coastal environment. Today the non-profit Gundalow Company sponsors educational programs for school groups and the public onboard the gundalow and in classrooms in riverfront towns in the Piscataqua Region.

In 2007 the gundalow will travel to Kittery, South Berwick, Eliot, Portsmouth, Durham, Greenland, and York. Hundreds of students will have the opportunity to spend a few hours onboard the world's only remaining Piscataqua Gundalow learning about how gundalows were built here to carry lumber, salt marsh hay, oysters, bricks, pipe staves, and coal up the shallow rivers where big ships could not go. Through a series of hands-on activities students get a glimpse of the past 300 years on the working waterfront and explore issues like water quality, habitat protection, stewardship, and navigation.

Having just completed an extensive yard period courtesy of Kittery Point Yacht Yard, where a crew of professional shipwrights caulked the hull, replaced butt blocks, and reinforced the bow and stern, the *Captain Edward H. Adams* begins her 25th season in better shape than ever!

Please join us in celebrating our 25th anniversary on July 27-29 when we will have a memorable celebration onboard the gundalow in Portsmouth and a David Coffin & Kent Allen concert at Strawberry Banke.

As part of the 25th Anniversary Celebration of the *Captain Edward H. Adams* we invite you to join the "Friends of the Gundalow." For a minimum contribution of \$25 you will join a group of people who care about the gundalow and who share our enthusiasm for preserving this local icon that celebrates the past and future of the Piscataqua Region. Your tax deductible contribution will directly support the educational programs for school groups and will make it possible for the gundalow to keep sailing to all the riverfront towns in the Piscataqua Region.

43rd Annual Antique Boat Show & Auction at Clayton

The Antique Boat Museum in Clayton, New York, will host the 43rd Annual Antique Boat Show and Auction on August 3-5, the oldest continuous antique boat show in the world. The Museum's picturesque setting

and various exhibit buildings provide an ideal setting for the 125 restored, reproduced, and original antique boats and uniquely displayed vintage motors and engines which will be entered.

The 2007 theme is Oh, Canada! This featured theme not only celebrates the unique international character of the Antique Boat Museum's 1,000 Islands community, but will give everyone the opportunity to view the boats from a number of legendary Canadian boat builders including Shepherd, Greavette, Peterborough, Ditchburn, Duke and Minette-Shields.

To enhance educational opportunities an extensive series of illustrated presentations by popular authors will be scheduled. Some of the topics will include discussions of important classic boat builders, the history of the settlement of the 1,000 Islands, and the real story of George Boldt's unfinished castle. There will be special presentations on the latest trends in judging classic boats, tips on achieving a superb varnish finish, and an in-depth preview of each boat being offered at the Saturday auction.

On Saturday a collection of special Vintage Mahogany Speedboat stamps will be dedicated with the first day issue ceremony. There will be activities for children (details are being finalized) and the Nautical Marketplace, with vendors selling engine parts and unique chrome pieces, will be open for all to peruse.

Traditionally this annual show draws over 100 exhibitors and over 10,000 spectators. On Saturday a boat auction conducted by Antique Boat America will feature project boats at 1pm and collector boats at 3pm. Watch the Grand Parade of Boats on Sunday, which will include the many Canadian-built boats as well as other antique cruisers, runabouts, St. Lawrence skiffs with the spectacular 1000 Islands' scenery as background.

For additional information visit www.abm.org or call the Museum at (315) 686-4104. Admission to the Boat Show includes access to all Museum exhibits.



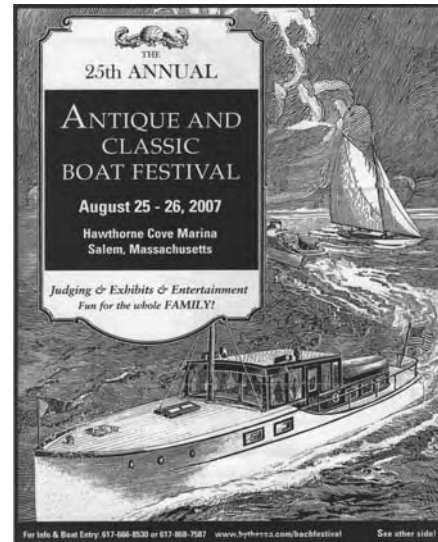
Something in Common

Our Antique & Classic Boat Festival, which takes place nearby to MAIB, has something in common with your magazine. We're both celebrating our 25th anniversary! The Festival was hatched 25 years ago in a tin shed on Boston Harbor to celebrate maritime heritage. Our first show mustered 26 boats which rafted three and four abreast on a meager public dock in Charlestown, Massachusetts. This year we expect nearly double that number to be displayed over the August 25-26 weekend at Hawthorne Cove Marina in Salem, Massachusetts.

Along with the wonderful variety of boats to view and, in some cases, board, Festival goers can visit the crafts market, enjoy old time band music, the "Blessing of the Fleet," and vote for their favorite boat.

For information and boat entry, readers can call (617) 666-8530. Boats don't need to be in show condition. We simply want to gather together the grand old craft and all who love them.

Pat Wells, Festival Chairman,
Somerville, MA



Telesmanick Beetle Cat Championships

The New England Beetle Cat Boat Association will host the 2007 Leo Telesmanick Beetle Cat Championships on August 11-12 at the Bass River Yacht Club on Cape Cod. Details may be obtained at (508) 398-3816 or visit www.beetlecat.org.

Nancy Rodgers, Telesmanick Co-Chair

Adventures & Experiences...

Maybe It's Time

Please change our mailing address for MAIB as we are moving from Brooklyn. Maybe it's time. Maybe it's the traffic. Maybe it's being stopped twice by the Coast Guard during an outing with the girls and being told our boat was too small, our motor was too small, and the harbor was much too busy for the likes of us.

Don Betts, Warren, RI

Maid of the Mist Memories

I found the article about the Maid of the Mist lighthouse on the Hudson River in January especially close to my memories.

After our cruise from Panama on my dad's retirement, we concluded 3,000 miles of sailing and waterways navigating by reaching that lighthouse and turning left up Esopus Creek to a mooring.

Esopus Creek was the eastern terminus of a canal conceived of by two brothers named Wurtz from Philadelphia to carry Pennsylvania coal down the Hudson River to New York City. They obtained a New York state franchise, started a company and, I believe, had their canal in operation by the 1820s (late).

There were five contracts for one John Rolling to build suspension bridges, one still exists now carrying cars where it once was part of the canal carrying barges across the Delaware River.

I wrote a short account of this to send to you but it got lost in the shuffle when we lost our sloop in a fire at 2am on a hot night last summer, a day after we had gone back to Brooklyn. I lost three generations of tools in the fire, also.

Neal Small North Truro, MA

An Iowa Polyestermite

The sailing world is extremely grateful for the esteemed Jim Thayer's article on the Colorado Polyestermite. I, for one, discovered such a creature creeping out of the downspout of my house and it was clearly pointed in the direction of my beloved little dinghy, *Zonona*. Without proper attention this monster surely would have destroyed my boat.

Perhaps Mr. Thayer has a better answer for this problem, but I have found that a gallon solution of di-ethyl stybestorol (DES) evenly mixed with a dairy product will eliminate the beast. Nay, it will actually dissolve it. My bio-engineer neighbor also suggested a healthy mixture of cold, 90-proof ethyl alcohol derived from Iowa cornstarch mixed with an organic fluid substance such as grape juice would have a profound effect on the polyestermite.

I have a hunch that Mr. Thayer may have used such a compound for his problems, too.

Stephen D. Regan, Cedar Rapids, IA

Reading is a Challenge

My first issue of *MAIB* was September 15, 1991, a gift subscription from Tom Grimes who got me hooked on sailing. I've been with you ever since. This renewal is coming up on 16 years. WOW!

A lot of changes have affected my messing about in boats. In the mid '90s hereditary eye disease played havoc with my central vision. I still can sail, leaving in a few moments to "race" on Geist Reservoir in Indianapolis. Amazing!

Sight impairment is only a barrier to be tunneled under, side-stepped, gone around, or clambered over. With the exception of driving I do it all, including woodworking stuff that results in improvements to my *Faded Lady* (Com-Pac 16) and *Dawntreader* (Com-Pac 23). I still haven't built the Roar II for which I bought Jim Michalak's plans, but there is still time and sight left to make it happen. I still dream of camp cruising the Ohio River only ten miles away. *MAIB* keeps the dream alive and kicking, and me, too.

Reading is a challenge. I've abandoned the "P" word (problem) for a more proactive reality, challenge! A couple of months ago a low vision specialist did a pair of special glasses with tiny binoculars only about 1/4" thick and an oval 1" wide shape. The two element lens glues to either side of a special prescription pair of glasses. End result, I can read the small type of *Messing About*. They weren't cheap but the good news is that *Messing About in Boats* is still a pleasurable part of my life.

Many thanks for the dream catcher, *Messing About in Boats*.

Capt. Larry Bracken, New Albany, IN

Projects...

Beetle Inc. Report

Jonathan, Charlie, and Marc currently have ten new Beetle Cats in various stages of production with plans for three or four more by summer. The Beetle Cat shop has been

buzzing with over 115 boats stored in house and still climbing! Plans are underway for an expansion to the storage shed which will allow for even more storage capacity.

Pearl River Productions began filming footage at the shop in February for the upcoming documentary on the history of the Beetle Cat boats. Don't be surprised to see filming at some of the Beetle Cat regattas this summer!

The big excitement for the wood workers was the return of the shops rebuilt 1926 30" planer. After having to "make do" for several years with the smaller 18" planer, it was a pleasure to see the big old planer (they don't make 'em like they used to!) back in action.

A new Beetle Cat was displayed at the Catboat Association Annual Meeting in February. We were excited to see Tim Fallon receive the C.C. Hanley Broadaxe award which recognizes significant achievement in catboat construction. Tim thanked everyone at Beetle, Inc., especially the builders, Bill Sauerbrey and Jon O'Donovan, along with the entire catboat community for their support.

Bill Sauerbrey is finishing up the first Beetle 14' catboat of his own design, using the Beetle Cat, Hanley, and Crosby cats as his inspiration. It was built to answer the call of the Beetle Cat customer looking for a "bigger boat with seats."

We enthusiastically signed up to exhibit at the WoodenBoat Show at Mystic Seaport in late June. Many of our customers are introduced to the Beetle Cats at Mystic Seaport's Boathouse where they can rent them, along with other traditional wooden boats. Sharon Brown, the Boathouse Supervisor, is one of our strongest supporters, so be sure to drop by the boathouse for a boat ride.

Michelle Buoniconto, Beetle Boat Co., Wareham, MA

Back to His Roots

I enjoy *MAIB* each issue, it's a change back to my roots from my day job as a naval architect for the US Navy working on large surface warships and hi-tech combat boats.

My non-profit messing about is volunteering for Ship's Company, which operates four boats, 50' schooner to 14' lapstrake four oar. We are building a 15' Chesapeake Light Craft Chester Yawl this year, donated by CLC. I might write a story on this.

Michael Bosworth, Vienna, VA

This Magazine...

Superb Piece

"Lost Boys With a Boat" in the April 15 issue struck me as the most superb piece on the subject I have ever read. Great job; modest, frank, unassuming, detailed, humorous... and what a subject!

Deke Ulian, Cape Cod, MA

How Many Good Writers

As of this writing I am quite late for work, but despite this I find it necessary to take the time to write a note of thanks with my renewal, I love your magazine, as also do my brothers. It always amazes me just how many good writers there are out there.

Jim DeGroot, Davison, MI

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This is an essential boatbuilding reference for those of us interested in, and working in, contemporary amateur and semi-professional construction. And it deserves a long look by those interested in traditional construction. Although it focuses on the engineering of wood/epoxy composite construction, and in particular the methods of plywood, strip, and veneer laminated (cold molded) hulls, it is a volume even those building traditional craft could profitably find room for on small and quite crowded shop bookshelves.

Despite the fact that it looks like a textbook (it has a plain blue hard cover, no dust jacket, and a rather pedestrian sounding title), it is a veritable gold mine of extensively researched and practically developed wood/epoxy construction information. It is designed to be used in your shop.

The book is rather sparsely illustrated by current standards. Its color photographs are contained in one condensed section in the middle of the book (although many are breathtaking, such as the clear photographs of the 124' strip plank veneered Bruce King-designed sloop, Hodgdon Yachts built *Antonisa* and the Paul Butler-designed 14' drift boat *Maxi-Mac*, while the black and white photographs throughout the book have the appearance of somewhat faded textbook photographs.

However, the patient reader will find a wealth of crystal clear drawings surrounded by clear, sharp prose devoted to ensuring complete understanding of the issue under discussion. It is easy to tell that this book was developed and written by a master of the craft.

This fifth edition is an essential manual for anyone building wood/epoxy composite boats and structures. The Gougeon's extensive research in wood/epoxy fatigue engineering, as well as their review of construction techniques and considerations, shines through every page and alone provides reason to buy this book, while the extensive discussion of virtually every aspect of contemporary plywood and epoxy boat building based on the Gougeon's experience over the past 45 years underscores why it needs to be added to any builder's bookshelf. It's almost as good as having Meade Gougeon patiently showing how to successfully build a wood/epoxy boat or, by extrapolation, the engineering considerations underlying many other related fields in wood/epoxy composite construction technology.

I should state (full disclosure it is sometimes called) that I am a second year student at the Northwest School of Wooden Boatbuilding in Port Hadlock, Washington, <http://www.nwboatschool.org/> (about seven miles south of Port Townsend on the east side of the Olympic Peninsula) where I've participated in the construction of three contemporary boats and four traditional boats. Prior to that I retired in 2004 from a wide-ranging career in the surface Navy.

The Gougeon Brothers book has been essential to my understanding wood and WEST SYSTEM® construction, not to mention the myriad other concepts and skills involved in building boats. It is the single book that both lives in my shop and rides in my shoulder bag to and from the school shop on a daily basis (it is helpful to have more than a single copy of some books)!

Meade Gougeon grew up in Bay City, Michigan, and earned his degree in Business



Book Review

The Gougeon Brothers on Boat Construction Wood and WEST SYSTEM® Materials

Copyright 2005 by Meade Gougeon
Gougeon Brothers Inc.
406pp, hardcover

Reviewed by Peter M. Leenhouts

Administration in 1960. The Gougeon Brothers were very early users of epoxy resins, having been introduced to them by builder Vic Carpenter of Superior Sailboats in the late 1950s, and were involved through the 1960s in building and racing DN-class iceboats and high performance trimarans. Meade's trimarans won national recognition in the late 1960s, and in 1969 his 25' C-class trimaran *Victor T* won the North American Multihull Championship.

In 1969 Meade and Jan started the Gougeon Brothers Boatworks in Bay City, Michigan, to build DN-class iceboats. They became the largest builder of iceboats in the country and from 1970 to 1975 they and their boats dominated national competition. Jan currently holds four World, eight National, and four Senior Championship titles, the most recent in 2000, while Meade holds two National and eight Senior titles. Both brothers still actively race DN-class iceboats.

By 1971 Gougeon Brothers was selling WEST SYSTEM® Epoxy to other builders and customers. In 1975 the Gougeons sold their iceboat business in order to concentrate on the epoxy business and building and developing larger custom boats. They concentrated on building epoxy composite and laminated boats and, in effect, were key to the boat building resurgence in the 1970s and '80s in which modern wood-epoxy composite laminated construction techniques were evolved.

Gougeon Brothers boats have excelled in the highly competitive racing circuits and the company has not hesitated to branch out into other related fields of wood/epoxy composite construction, most notably wind turbine blades. The development of their very successful wind turbine blade manufacturing branch necessitated funding an extensive and

rigorous research program which has furthered engineering knowledge in wood/epoxy composite construction, particularly in the field of fatigue testing.

The company the brothers founded is now employee-owned and continues to be a leader in the very competitive field of epoxy formulation and engineering testing, not only in the marine market (their largest customer base), but also to a wide variety of other more specialized applications and production techniques. A quick glance at their extensive website at <http://www.westsystem.com/> and the Gougeon Company magazine at <http://www.epoxy-works.com/index.html> underscores this fact.

This fifth edition is a revision and update to the earlier editions. This edition has been reorganized into six sections and includes six appendices, a bibliography, and an index. The six sections cover the fundamentals of Wood/Epoxy Composite Construction, Getting Started, Core Boat Building Techniques, First Production Steps, Hull Construction Methods, and Later Production Steps. Chapters within in each section provide detailed instructions and considerations. The Core Boatbuilding section, for example, contains entire chapters devoted to laminating and bonding techniques, scarfing, synthetic fibers and WEST SYSTEM® Epoxy, hardware bonding, and coating and finishing.

Readers of earlier editions will find much material that is familiar but will encounter much that is new as well. In some cases the chapters represent snapshots in time, snapshots that were current at the time of their being written but which may not necessarily represent the most advanced materials or thinking today. Some of the construction techniques presented in the book are not often encountered today but, in Meade's words, "to edit out less popular construction methods like stressed skin or stringer frame construction, or to replace fundamental building disciplines such as lofting with modern counterparts like computer-assisted design (CAD) would rob the reader of choices. While after 25 years the book includes some things we would no longer do, this information provides a historical perspective on how "modern" wood/epoxy construction evolved and potential techniques that could still be of interest to current builders."

Each chapter contains a short summary by the author pointing out what is new and what remains the same. I liked the way Meade has revised the book, expending effort where needed to update material and leaving untouched relevant chapters written in the earlier editions alone.

For the most part the information contained in each chapter remains important to the wood/epoxy composite boat builder. Meade is straightforward in his editorial comments; the Tools chapter, for example, has largely been superseded when specific power tools manufactured by specific manufacturers are considered. Indeed, it is startling to see just how far in 20 years we have moved away from those specific power tool recommendations. As a result, Meade omitted manufacturer recommendations. Nevertheless, his advice regarding what types of tools are necessary and how to select good ones that will last under heavy usage remains timeless.

Section One contains four chapters covering Modern Wood/Epoxy Composite Boatbuilding, Wood as a Structural Material, WEST SYSTEM® Products, and an overview of hull construction techniques. While the

chapter addressing wood as a structural material was written in the mid-1990s, it remains central to composite construction techniques and is an excellent summary of the material for any type of boat builder. The WEST SYSTEM® section is current as of 2005.

Section Two contains five chapters, including Before You Build, Estimating Materials and Labor, Tools and the Boatshop, Buying Wood, and Safety. The Safety chapter has been updated to 2005. Most of the sections in the Tool chapter related to specific power tools has been superseded, but the advice and counsel in the remaining chapters remains valid.

Section Three contains five chapters, including Laminating and Bonding Techniques, Scarfing, Synthetic Fibers and WEST SYSTEM® Epoxy, Hardware Bonding, and Coating and Finishing. The Hardware Bonding and Coating and Finishing Chapters, in particular, have been extensively revised. The Laminating and Synthetic Fibers chapters remain relevant for the technology presented but the material is not inclusive of techniques and materials developed since the mid-1980s. The Scarfing chapter remains, in my opinion, one of the best written in any book on the subject.

Section Four, First Production Steps, contains four chapters, including Lofting, Mold Frames and Permanent Frames, Setting Up, and Keels, Stems, and Sheer Clamps. The Lofting chapter is superlative. Of all the books and chapters I've read and tried to understand on lofting (an interesting and challenging subject by itself), this chapter has always struck me as one of the very best. It typifies the best of this book, clearly presented concepts and techniques, crisp prose, and excellent diagrams. The remainder of the chapters are little changed from the first edition, but the material is still as relevant as when written.

Section Five, Hull Construction Methods, contains six chapters, including Building a Mold or Plug, Laminating Veneer Over a Mold or Plug, Stringer-Frame Construction, Strip Plank Laminated Veneer and Strip Composite Construction, Hard Chine Plywood Construction, and Compounded Plywood Construction. Meade seemingly downplays the mold or plug method described in the first of these six chapters, but the Northwest School of Wooden Boatbuilding Contemporary Boatbuilding classes are successfully using the mold/plug method to build the Port Townsend-15 (PT-15) series of intermediate/advanced sail trainers for the Northwest Maritime Center and Wooden Boat Foundation (the October 2006 *WoodenBoat* magazine reviewed the PT-15 and its construction methodology). The Laminating Veneer chapter contains an excellent description of the process used for cold-molding the hull. Of the remaining chapters, only the Stringer-Frame Construction chapter is less relevant today. And towards the end of the chapter on Compounded Plywood Construction, Meade's description of the value of models and how to build them in this construction style is quite interesting.

Section Six, Later Production Steps, contains two chapters covering Interior Construction and Deck Construction. In the Interior Construction chapter the section regarding tank construction has changed from earlier editions and includes a useful list of information sources and contacts for this

unique type of construction given the changing nature of national regulations. The Deck Construction chapter has also been updated.

The six appendices include chapters on Basic Techniques for Using WEST SYSTEM® Epoxy, Wood Data, Fatigue Aspects of Epoxies and Wood/Epoxy Composites, Scantlings for Well-Known Boats Built With WEST SYSTEM® Epoxy, Impact Testing on Reinforced Laminates, and English to Metric Conversions. The first three appendices are invaluable sources of specific WEST SYSTEM® use as well as the engineering considerations underlying building wood/epoxy composite boats. The Scantlings chapter is interesting but perhaps not as surprising as earlier editions, given that wood/epoxy composite construction is more broadly understood. I would have liked to have seen included an additional page of data for boats built in the past ten or 15 years to this method (other than the previously mentioned *Antonisa* and the three-masted, 690-ton ship *Tenacious*, the world's largest wood/epoxy vessel). The fifth appendix, Impact Testing on Reinforced Laminates, is quite valuable as regards wood/epoxy fiberglass/Kevlar composites but would benefit from similar testing on wood/epoxy Dynel composites and wood/epoxy carbon fiber composites.

A selected bibliography is also included, as is a decent index which, in turn, complements the Table of Contents.

Most of my reservations about this book should be filed under "quibbles" since they are quite specific to items presented in the chapters. For example, there is no mention that I could find of the widely-used British Standard BS-1088 plywood standards, and although the book has been extensively reviewed I would check with the American Plywood Association to ensure that the veneer grades presented in this edition remain current. The section on applying filleting epoxy to a hull joint (p.104) could benefit by reference to the now common practice of using plastic freezer bags (cake decorating bags) with a hole cut in one end to easily apply filleting material, notched spreaders are found in many hardware stores, but as I noted above, these should be classified as mere quibbles for they do not unduly detract from the book as a whole.

The one significant omission in the book, I felt, is the lack of any significant treatment of spars and spar-building. Since it is increasingly difficult to find spar-grade wood of any size at any distance from the wooden boat centers in the United States, a chapter on spar construction using WEST SYSTEM® wood/epoxy and cloth construction techniques would be most appreciated in future editions. It is not difficult to find such material on the internet, but it would be most valuable to have the Gougeon's engineering testing and near half-century of practical experience at hand when making spars and bonding hardware to them.

I do think the entire book would have benefited from inclusion of clearer black and white photography, but not to the extent of deleting any of the clear, crisp prose I have found so useful.

In summary, I strongly recommend this book to beginning and intermediate wood/epoxy composite boatbuilders and to the more advanced builders in need of a review. It is an excellent source of solid, engineered, and tested techniques that work. Get a copy and dive into it, you won't be disappointed.

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Cedar Key 2007

By Ron Hoddinott

Traveling with Bob Wood is always an adventure but sometimes I learn something from the experience. This year we caravanned together to the Cedar Key Small Boat Meet for mutual safety and company on the road. We were both driving our full-sized pickup trucks and Bob told me that he didn't want to travel any faster than 55mph. I agreed to travel slowly and enjoy the ride. Now I don't really get great mileage with my Dodge Hemi half-ton truck. Big engines in full-sized trucks are like that. But at the speed we were cruising the mpg meter on the overhead console began to display never before seen numbers.

When you're only going 54mph on a wide open stretch of expressway there's not much to do, so I started watching the mpg readout and trying to accelerate as slowly as Bob was behind me. When we rolled into the parking lot of the Island Place it read 21.4. Now in a truck that normally gets 17mpg at 65mph, that's a substantial increase. In fact, it's a 21% increase in fuel mileage. Impressive enough to make me wonder if everyone on the highway slowed down to 54mph, could we reduce our dependence on foreign oil by that amount?

Judging from the responses I get from people to whom I've told this story, I'd say that that's not a very likely scenario. Most people just don't want to slow down, even to save money and lives. I guess it just depends on your priorities. But hey! What's all the rush?

Certainly the people who showed up at the Cedar Key Small Boat Meet in record numbers this year have learned a thing or two about slowing down and taking time. Some took several years to finish a work of art masquerading as a boat. Some sail or paddle boats can only reach 3.5-4kts on a good day. Some just seem to naturally live on island time.

Arriving on Friday usually means getting there before the crowd, but this year was different. There already was a crowd! The beaches in front of the Island Place and the Faraway Inn were already filling up with beautiful small craft and there were many more arriving and on their trailers. Hugh Horton, Ron Sell, Meade and Jan Gougeon, and Bill Ling had their wonderful sailing canoes around on the west side lawn of the Island Place and Bob Treat had his Chappaquidic 12.5 catboat anchored right off the shore. Paul Waggoner was there with his SeaPearl Tri *Wing-It* and Dale Niemann was anxious to christen his new Core Sound 17. Kent and Barbara Bleakely were there with their reconditioned SeaPearl fresh from a win in the Mullet Cup at the Great Florida Gulf Coast Small Craft Festival. Also already launched was *Shark Bait*, Mark Stewart's Glen-L kayak-tri with interesting daggerboards mounted out on the amas.

Southern Skimmer, Graham Byrnes' Everglades Challenge winning boat, was in the parking lot at the ramp, alongside *Ione*, a beautifully crafted wooden sailing canoe built in 1990 by William Clements. *RavenStrike*, Turner Matthew's diesel motor launch from Bradenton was tied up at the dock but he was having some trouble getting the engine running. Everywhere we looked Melonseeds, both large and small were dart-



Saturday morning on Atsena Otie Key.



Dave and Mindy Bolduc on their Matt Layden-designed Little Cruiser
Restored Clark Mills Suncat from the 1970s.



ing around the harbor area and SeaPearls swooped by in front of the old wooden restaurants that stand on rickety pilings out over the waterfront.

One SeaPearl that wasn't there was my own, *Whisper*. With the ever increasing demands on my time as the head honcho and chief bottle washer of the West Coast Trailer Sailing Squadron, I was loaded down with supplies for our Saturday night barbecue and didn't want to have to look after a boat as well. But I knew that Dale would save some time for me to get out and sail his new Core Sound 17, *Lively*. We launched her at the town dock and christened her with half of a St. Paulie Girl beer before sharing it between us.

Dale didn't want to rig the boat right away so we motored around and over to Atsena Otie Key where we met up with Roger Allen, the curator of the Florida Gulf Coast Maritime Museum at Cortez. Roger had his lovely wife with him and was sailing a Bahamian dinghy built in 1956. His friend was there with *Miss Kate*, a beautiful wooden Melonseed.

Roger has done an amazing job of getting the museum up and running in record time and has attracted a remarkable number of talented and dedicated boat builders and helpers at the museum. Their second Small Craft Festival in April was a great success, even though it had to be moved to the Sarasota Sailing Squadron at the last minute! As Robb White said when he was the keynote speaker there last year, "there's a large nest of messers down here on the west coast of Florida."

Many, if not the majority, of the boats at Cedar Key this year were not production boats but rather the fruition of months or, in some cases, years of careful craftsmanship. Hugh was simply amazed at how the event has increased in size in the last two or three years. This year was, by everyone's estimate, the largest gathering of small boats ever at Cedar Key! By Saturday there were small craft everywhere, sailing canoes, SeaPearls, Hen boats, Matt Layden-designed micro-cruisers, canoes, kayaks, and sailing kayaks of every description and variation. If their owners weren't on the beach jawing at one another, they were anchored out at a nearby island, pulled up in front of their beachfront condo or hotel, or just zipping around in impromptu races.

Looking out across the water that separates what passes for a mainland, and is really Way Key, out to Atsena Otie Key on Saturday, I saw almost no room for another boat to land on the expansive beach over on Atsena Otie. I even saw the unusual profile of a proa and wondered if Robb White's son Wes was out there. As it turned out Wes and Robb's wife Jane were out on Atsena sailing the swift proa and greeting the folks on the beach. We're so glad you came back, Jane and Wes. Please know that you're always welcome.

Knowledgeable people like Hugh and Dave Bolduc of Little Cruiser fame said that they had never seen so many different types of small craft in one place at one time. How many were there? Best estimate is well over a hundred. We don't know for sure because there is no registration for the event.

That's the thing about Cedar Key that a lot of people don't get. There isn't any agenda or schedule for anything. It is a completely unorganized event. People just bring their boats to Cedar Key, Florida, on the first weekend in May. There are no fees and there



Core Sound and Little Cruiser.



Lizzy G, a KeyWest Sharpie brought up by the Cortez Maritime Museum.

Southern Skimmer under sail. (Photo by Rock Tabor)



is no sign-up list or any events to sign up for. It's totally impromptu and that's the way we like it. It doesn't matter if you have a wooden treasure built by William Clements or a fiberglass canoe with leeboards and a sunfish sail. All are welcome.

And that's probably the appeal of the event. No one is there to decide if your boat is worthy of being there. There is no judging or awards. The rewards gained are the friendships made, the usually fantastic weather, and the opportunity to see and sail boats that you might otherwise only see in magazines or on internet web pages.

Actually there are two events that, while not actually scheduled, have become somewhat of an institution in and of themselves. One is the Friday night party for small boat people at Bob and Jeri Treat's house on 7th Street. The other is the West Coast Trailer Sailing Squadron's cookout on the waterfront of the Gulfside Motel, just beside the Island Place hotel. The cookout starts at 6pm, or whenever the cannon is fired on Saturday evening. We started the cookout about four years ago and it's gone from a hamburger and brat grill out for members of the club to a genuine event for everyone who attends the small boat meet.

This year over 150 dinners were served. A large smoker is trailered in for the event and smoked chickens, Polish sausage, baked beans, cole slaw, bread, and other carried-in dishes, including desserts, are served by the Squadron members. This year we had four

very interesting guest speakers after dinner. Matt Layden, aka "Wizard" by his Watertribe name, introduced Sven Lunden, aka Sven Yrvind, who came from his home in Sweden to stay with Matt and give a short talk about his "Bris" designs and sailing around the Atlantic in the '70s and '80s. One of his boats is in the Museum of Yachting in Newport, Rhode Island. Sven was quite funny and very well received by the audience. After Sven gave up the mike, Graham Byrnes, the designer of the B & B yachts and winner of this year's Watertribe Everglades Challenge, told everyone about winning the race two years in a row, once with a Core Sound 17 and this year with his new boat, *Southern Skimmer*. Noel Davis of the Furled Sails web site also spoke about entering and finishing the Everglades Challenge this year and about his web site which features downloads of interviews with famous sailors and boat designers.

The guest speakers were well received and entertaining and as I looked around I realized that the audience was filled with potential speakers for next year's party! Certainly there are people who would like to hear from Dave and Mindy Bolduc about their several cruises to the Bahamas in their tiny Matt Layden-designed Little Cruiser. And who wouldn't want to hear from the Gougeon brothers who come to the event with Hugh most years? We ended the party this year by giving away boxes of *Messing About in Boats* and *WoodenBoat* magazines

donated by Squadron members. They were ravenously picked over and disappeared in just a few minutes.

But that was only Saturday! Sunday featured another great day of sailing to different islands and meeting new people. I finally got a chance to sail with Dale aboard his sparkling new Core Sound 17, *Lively*. The wind was light as we made ready to leave the Island Place Beach. Dale readied the oars after raising the anchor. I was at the helm. "Hold on, Dale," I said. "We're moving. No need for oars." And so we were. The slightest breath of air on the crisp new sails moved the sweet sailing cat ketch.

As the day progressed we sailed past Atsena Otie, Grassy Key, Snake Key, and finally cruised down the seaward side of Sea Horse Key where nesting seabirds roost safely protected by signs and regulations that prohibit landing on the island during this part of the year. As we picked up the incoming tide and a good quartering wind, I watched the GPS read out the speed in knots. "7.1, 7.4, 7.6, I think we'll break 8kts on the next gust, Dale," I said. And almost as soon as I'd said it, there it was, 8.2kts on a broad reach. *Lively* lived up to her name.

Later that evening a front approached from the northwest and there was a scramble of boats pulled out to the safety of their trailers. The following morning I checked out and slowly drove back toward Tampa, dreaming about next year's Cedar Key Small Boat Meet. Why not join us in 2008?



Bernard Spenle's Iian Oughtred sloop.

Preston Watters' sailing canoe built by William Clements in 1990.



Holly Bird returning to the Island Place in her Melonseed.

Hugh Horton's new wooden sailing canoe minus rig.





Matt Layden and Sven Lunden, fellow small (tiny) boat cruisers.



After the cookout, free *MAIB* and *WoodenBoat* magazines were provided by Squadron members.

Wes White brought his proa, accompanied by Jane and his son Will. The sail, made by Stu Hopkins of Dabbler Sails, is interesting in that it has two zippered sections which are removed when reducing sail. One zipper runs along the foot horizontally, the other is vertical up the leach.





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The lines grab attention, the graceful sheer, the low house, wide decks, and then the sun setting off the near perfect varnish, classic boats come in many forms, and on a Friday afternoon last August they streamed into Hawthorne Cove Marina in Salem, Massachusetts, for the 24th Annual Antique and Classic Boat Festival. It seemed every few minutes a new boat was on the radio requesting docking instructions. They got more than instructions. Russ Vickers, owner of Hawthorne Cove, has an expert crew to help with lines, offer tug assistance, and make the whole process easy. By 5pm the docks were busy with classic craft ranging from rowboats to goldplaters.

There is good reason that we had all played hookey from work this Friday afternoon. It is called the Opening Reception, which takes place in the garden of the House of Seven Gables, overlooking an early evening, boat-filled Salem Harbor. Pat Tryon had come down from Portland, Maine, to organize this event and we were all glad she did. Wine, cheese, pasta, good music, and the company of fellow sailors, this may not be perfection but it is very close.

The Antique and Classic Boat Festival, formerly the Boston Antique and Classic Boat Festival, has frequently been called one of the best of its kind. Year after year it attracts a wonderful variety of classic boats. Most are wooden boats with many built between the 1920s and 1940s. The Festival's origins go back to a time when Boston Harbor was a little less than clean and a lot less than well used. It is the creation of two women. Pat Wells is the ongoing moving force behind it and Marge Pratt an ongoing supporter and inspiration. Started as a way to draw people to Boston Harbor in order to build a constituency for its clean-up and revitalization, the Festival has become a "don't miss" event. Making it all happen is a dedicated committee assisted by many local hard-working volunteers.

Traditionally held in mid-August, last year (2006) the event was held August 18-20, and that Saturday morning more boats arrived and the docks filled. Daysailers, runabouts, 50-footers, yard maintained, backyard maintained, show condition, well used, most were wood, a few were classic glass, the common denominator was the passion of the owners and crews. Later the judging would recognize hard work and expertise.

The Antique and Classic Boat Festival

By Tom Fisher



"Show condition" not required.

The opening ceremony set the tone. Russ Vickers welcomed everyone to Hawthorne Cove. The Mayor of Salem welcomed us all to the city. Rachel Clark, a longtime volunteer, received an award for her ongoing help.

According to the program notes, the Festival "encourages people to rescue, restore, and maintain" the classic boats that represent our maritime heritage. When strolling the docks the success of that goal was evident. MacKenzie bass boats, built 40 years ago for bass fishing, still perfect for the purpose with stern tiller and engine controls. *Sandralla*, an Alden Yawl, has over 60 years under her keel and looks ready for 60 more. A 1951 Century runabout reminded me of Naples, Maine, and childhood speedboat rides.

M/V CG36500 was a 1946 Coast Guard Motor Lifeboat with a history of rescues off Chatham on Cape Cod. Then there was the *Emily Marshall*, built for the famous naval historian Samuel Eliot Morison for trips to northern seas, and *Chautauqua*, a 1926 Lawley cruiser with wicker furniture and a vase of flowers in the cockpit. The list, the variety, went on and on. Some boats were first timers, some had returned year after year. Personally I'm amazed at the Bristol condition of most boats; this is, after all, August and many boats have a summer of cruising behind them.

Under the big tent, above the docks, were more exhibitors and vendors. There were ash

baskets and paddles from Maine, ship models, paintings, and canoes. In one corner an interesting selection of maritime books, in another monkey fists and fenders. In the background the sound of bagpipes, later some jazz, then on to sea chanteys. The happenings ashore as varied as the boats on the docks.

The spirit of the Festival was truly reflected in the judging of the fleet. With the guidance of Norm LeBlanc, principal surveyor of Capt Norm LeBlanc & Associates, a team of exceptionally well-qualified judges visited each boat for the formal judging. This year the group included Matthew Murphy, Editor of *WoodenBoat*, and Llewellyn Howland, antiquarian bookseller and advisor to nautical museums and schools. The other judges were similarly well-qualified with fields of expertise in boat building, surveying, and design. They included Mark Corke, editor; "Skip" Crocker, VP, Crocker's Boat Yard; George Gallup, surveyor; Stan Grayson, writer; Tony Theriault, surveyor; Karen Wales, writer/teacher; Walter Wales, naval architect; Rick Waters, boat builder; and Doug Zurn, yacht designer. The quality of the judges complemented quality of the boats.

And then there was a second set of judges, thousands of them, also exceptionally well-qualified, known as the public. Everyone who visited the show got to cast a ballot for the Spectators' Choice, the public's favorites in the categories of both sail and power. And what a venue. For a \$5 contribution visitors got to gab with the boat owners, go aboard many of the boats, and spend a great day on the water, just as the founding mothers envisioned. Typical of visitors was my own daughter Ru. I came across her comfortably ensconced on *Chautauqua* in a wicker chair, chatting with owners Lin and Gail Cross. Like many visitors Ru enjoyed the privileges of owning a classic, at least for awhile.

Listening to conversations it was soon obvious that the visitors were a knowledgeable bunch as well. Of course, surveys showed that over 50% are also boat owners. Many have a strong interest and knowledge of classic boats. There were builders, owners, and dreamers. The talk was of varnish, wood and bronze, steam bending and laminating, ventilation and fuel filters. Visitors were invited on board, they noticed things like ground tackle and engine access, a clever stove cover that doubled as a serving tray, some fine cabinetry, a new wrinkle in cabin

The ropework lady.



Shining 'er up.





Dan and Doug Webb's *Sandraa*, a 42' Alden yawl built in 1940, was awarded "Best Sailboat."



Dan Keefe's *Wilhelmina*, a 50' Grand Banks trawler built in 1970 by American Marine, was awarded "Best Powerboat."



John and Sally Hayes' *East Wind*, a 28' McIntosh sloop built by Bud McIntosh of Dover, New Hampshire, in 1940, was awarded an honorable mention for "Best Original Condition."



Bruce and Nancy Fowler's *Emily Marshall*, a 36' Crocker yawl, was built in 1946 by George Guilford of Saugus, Massachusetts.



Joel Shepherd's *Rita Rachel*, a 1958 26' MacKenzie bass boat, was awarded an honorable mention in power.



James Watson's *Ghost*, a 40' Williams Custom, was built in 1934 by Everett Williams of Isleboro, Maine.

David Sigourney's *Callisto*, a 19' Celebrity sloop was built in the 1950s by Stan Evanson of Holland.



Catherine Crocker Palmer's *Five Ply*, a 40' Crocker sloop built by her father, Sturgis Crocker, in 1965 in Manchester, Massachusetts, was awarded an honorable mention in sail.

layout, wide decks safe in a seaway. And, of course, there were some landlubbers. But as they prowled around and listened, the uninitiated came to appreciate a complex curve in some molding or the ten coats of varnish on a transom. Some may have been inspired to someday own a classic. As the day moved on it also became clear that next to sailing, sailors like talking. Boats and talking about boats, it doesn't get any better.

There was a play between boats and visitors that return year after year and boats and visitors that are here for the first time. There was a greeting of old friends, there was the making of new friends, there were surface memories, there were subconscious memories. Later there was the fun in mid-winter when a nautical publication arrives featuring a boat or person from the Antique and Classic Boat Festival. The fun of knowing that boat, knowing that person, of having been there.

Judging the boats was serious, fun, and of intense interest to everyone, and completely optional. And the judges are like the boats, some have returned several times, others are new faces. Norm LeBlanc has been involved for years and brings continuity, historical knowledge, and a sense of humor to the process. Others bring some fresh thinking. What emerges is great respect for all boats and owners and the challenge of owning a classic boat. Dividing into groups, the judges spent the day visiting boats and talking to owners. A noontime rendezvous gave some time for a quick sandwich and comparing notes. Then back to the docks to look and look again. Somehow the few best must be chosen from more than 40 great boats.

Cocktails, dinner, awards, and a talk by Matt Murphy Saturday night tried to best

Friday night. We all knew each other by now and it was time for some tall tales and outright lies. The cocktail hour was wine, beer, soft drinks, and snacks. We moved on to a very generous and varied buffet style dinner. Crewmates old and new broke bread together. Good wine, good food, good talk.

Then it was on to the formal portion of the evening and the awards. "Best Sailboat" was *Sandralla*, a 42' 1940 Alden Yawl owned, rebuilt, and beautifully maintained by Dan and Doug Webb. Honorable Mention was *Five Ply*, a Crocker sloop. "Best Powerboat" was *Wilhelmina*, a 50' 1970 Grand Banks trawler with a piano in the main salon, owned and captained by Dan Keefe.

Honorable Mention was *Rita Rachel*, a 1958 MacKenzie bass boat owned by Joel Shepherd. The "Best Restoration" was the *Lewis H. Story*, a 32' Chebacco schooner built in Essex, Massachusetts, by Harold Burnham. Honorable Mention was *Lea*, Stephen Dwyer and Betty-Jane Maynard's Chappelle beach skiff. "Best Restoration by Owner" was a 1951 18' Century Runabout, rebuilt and owned by Ted Nigro. Honorable Mention was *Politzania*, a 32' Owens restored by Ernest Osborn. The 1946 Coast Guard 36' Motor Lifeboat won "Best in Original Condition." Honorable Mention was *East Wind*, a 28' McIntosh sloop built in 1940 and owned by John and Sally Hayes. *Emily Marshall*, a 1946 36' Crocker yawl, won "Finest Interior," she has been sailed to the Festival from Brooklin, Maine, by Bruce and Nancy Fowler. Linwood and Gail Cross's *Chautauqua*, a 1926 Lawley cruiser, and a previous winner of "Best Powerboat," won Honorable Mention for her interior.

The judges also took advantage of some leeway to create their own citations. *Miss Rachel*, a 1955 Spray replica, was cited for Historic Character. Classic Plastic went to *Sea Sharp*, a LeCompte Northeast 38. A Marco Polo citation was created for Bob Isenberg who had trailed his Joel White Shearwater from Florida. Cited for best one design was *Willow*, a 1946 29' sloop, and *Grey Eyes*, a sharpie type sloop, was mentioned as best workboat.

Matt Murphy, Editor of *WoodenBoat*, wrapped up the evening with a side show and talk from his new book, *Glass Plates and Wooden Boats*. Matt presented a fascinating glimpse of Marblehead boats from the early 1900s. The talk included historical significance and, in some cases, current status. An inspiring end to the day.

On Sunday there would be more, more talk, more visitors, plaques displayed on the winning boats. And maybe the best was yet to come, the Spectators' Choice awards. Coming right down to it the spectators are fully one-half of the equation. And, if their choices are different from the judges, so be it. That may be passion compared to technical expertise and classic boats require large doses of each. But great minds think alike and the spectators chose *Wilhelmina* as best powerboat and *Sandralla* as best sailboat.

The mid afternoon parade was cancelled due to weather. What's new, these are boats, this is New England, and we'll do it all over again next summer. Save the date, August 25-26, 2007 at Hawthorne Cove Marina, Salem, Massachusetts. "Show condition" not required. The spirit of the Festival is to gather the grand old craft and those who love them, so please join us. For information contact Pat Wells at (617) 666-8530.



Eric Sealine's *Grey Eyes*, a 20' gaff sharpie sloop, built by him in 1987, won "Best Workboat."



Scot and Sue Arthur's *Annie*, a reproduction of a 1934 double ended yawl, was built in 1980 by Arthur Brendze of Kennebunkport, Maine.

Interiors were as elegant as exteriors.





Jonathan Margolis takes leave of the show in his 1973 Herreshoff Rozinante 23' canoe yawl, built by Lee's Boatworks of Rockland, Maine.



Joel Miller's 1966 10' molded plywood sailing pram was handy for sailing about the show inspecting the larger craft on display.

Pat Wells (left) has been the moving spirit behind this show for a quarter century



Shoreside music was provided over the weekend by several local groups. In the background is the famed Salem landmark, the House of Seven Gables, made famous by Nathaniel Hawthorne.



We like to mess around, and not just in boats. If you mess around enough it is a statistical certainty that you will have an interesting life.

Nancy and I had been looking for a freshwater property for a while. We had dreamed of a cabin in the woods, a small house that would be simple to maintain and would have excellent boating access. The real estate listings we had looked at, however, had us discouraged. The prices for the many cabins without foundations or septic systems seemed awfully high. Messing around, if you are not careful, gets expensive.

Two years after we started looking, we gave up. The week after we gave up my son Andy and I were blitzing down Vermont Route 5 in a 1917 Dodge Brothers touring car (40mph is blitzing in a car from that era) following the Connecticut River on its way south. A touring car, by definition, has a fabric top and no side windows, sort of like a runabout style boat. Messing about in a touring car is a great way to see the countryside. As we crossed several of the tributaries to the Connecticut, we found what we were looking for.

Since this is a boating magazine and an inappropriate place for a sentimental real estate article, I'll cut to the chase and get to the boating part as fast as I can. As we crossed one of the tributaries we saw people kayaking and another family swimming around their anchored powerboat. Andy and I agreed that that looked like fun. A few miles later we saw some more boating activity and a yellow FOR SALE sign. We were going so fast (38mph, we were going up a grade) that Andy missed it. What I saw was a small cabin in the woods, excellent boating access via the Herrick's Cove boat ramp, and a two-car (to me, a one boat, several kayaks) garage.

Herrick's Cove is formed by the confluence of the Williams and Connecticut Rivers. The Williams River starts out as three separate branches that come together in Chester, Vermont. The river finally meets the Connecticut in Rockingham and forms a sort of manmade delta that is called Herrick's Cove. I say manmade because the river is higher than it would be naturally since a dam was built three miles downstream at Bellows Falls.

The Williams River is named after a clergyman, the late Rev. John Williams of Deerfield, Massachusetts. The Reverend Williams, his family, and the rest of the town were rudely awakened by the restless natives during the French and Indian War. Half of the inhabitants were killed on the spot and the survivors were forced to march, in February, up the frozen Connecticut. Many were killed along the way, including Mrs. Williams and their infant child. When the dispirited band got as far as the tributary now known as the Williams, the Reverend Williams asked, since it was Sunday, if he could conduct a Christian service on the riverbank. This he was permitted to do.

I don't know who really owns the Herrick's Cove area but there are signs put up by the Audubon Society designating it as an "Important Birding Area," or IBA. I had never heard of such a thing but Nancy was absolutely delighted when she saw the sign. As for me, I'm not a bird dog. I was more interested in the boat ramp but was happy enough to scout around for important birds.

Every year in early May the Herrick's Cove Festival happens, bringing multitudes

The Herrick's Cove Festival

By David Hagberg

of Subaru-driving people wearing binoculars and strange hats to the area. As I say, I don't really do birds. These Subaru drivers, however, were a very serious and erudite bunch and they really do birds. Our guide was a world-renowned expert from Cornell or someplace like that and he explained every flutter and twitter to his adoring, stiff-necked crowd. I was happy enough admiring the colors on a blue jay while everyone else was "ooo-ing" and "ahh-ing" over birds named, I think, "warblers."

We saw some critters called "catbirds," or maybe "cowbirds," or both, I don't remember, but it was OK with me that we had something rare in our backyard. I was impressed when an osprey appeared, hovered, and plunged into the water. I think he missed (he didn't miss the water, he missed the fish he was after) but it was interesting nevertheless. The turkey buzzard that showed up looked pretty noble from a distance and the description of his (or her) dietary habits was fascinating.



After about three hours of bird watching, we decided we had had enough and thought a ride in the kayaks would be in order. We went back to our "new" cabin, got Andy out of bed (at 14 he is a sleep expert), and opened up the garage. The easiest way for us to launch is to put our two kayaks and Andy's rowing shell on the landscape trailer and tow them to the boat ramp with the truck. It's quite close and the boats can be launched in seconds. There were several other pickups with empty boat trailers there already. I noted that the truck with the "Fillet and Release" bumper sticker was there.

Herrick's Cove is a small boater's paradise. On the map of the area the mighty Connecticut appears to be wider there than at any other part of the river and the current is barely perceptible. It's like paddling on an enormous lake and wildlife can be seen in every direction. Occasionally a grossly overpowered, metal-flake, low-freeboard bass boat will zoom by but the boat traffic is normally quite light. There are many inlets that one can paddle into and several of them have outlets that lead to the Williams River. Waterfowl can be seen in every direction and there is always a muskrat house to look at.

On our way back to the boat ramp we saw a bald eagle. The impressive bird circled us a few times and flew off into the mountains. A few minutes later I spotted what I believed was a lost female mallard decoy

stuck on a sand bar. I paddled over, thinking that someone had done a very good job of making a very lifelike model of a bird. I imagined that someone would be quite upset about losing such a thing and wondered if it would have a name written on it. I beached my kayak on the sand bar and prepared to get out. This is never easy, and as I flapped my paddle around in order to keep my balance, the duck decoy moved. It slowly dawned on me that the duck was real and was probably remaining motionless because of the eagle.

As we paddled back to the boat ramp things started to happen. The Herrick's Cove Festival was in full swing and the place was just crawling with the bird people. As we approached the boat ramp a stern drive power boat launched and immediately got stuck on a sand bar. In the boat was a man, a woman, and a young girl. Once the man determined he was stuck he did what he probably thought was perfectly logical, he gave it the gas. Muddy water flew in the direction of the birdwatchers. After discovering the futility of that, he adjusted his power trim so that most of his propeller was out of the water and hit the gas again.

He had a lot of spectators. We probably had the best view of the whole business, but we were in harm's way. Nothing is more dangerous, wrote Goethe, than ignorance in action. After a few long minutes of ignorance in action the skipper left the helm, pulled out a water ski, and reached over the side, attempting to pry his boat loose. We figured the getting would be good so we paddled across in front of him and headed over to the boat ramp.

As we paddled in front of the new looking craft the skipper trimmed his stern drive so that the prop would be underwater, put it in gear, shoved the throttle all the way forward, walked aft (throttle still forward, no one at the helm, us paddling in front of him), and tried the water ski pry bar method again. The engine roared, the man pried, the birdwatchers gaped, muddy water went everywhere, the little girl in the boat looked worried, the woman in the boat looked as if things were perfectly normal, and we paddled like crazy so as to get out of the way.

By the time we got to the boat ramp and safely on shore the grounded boat had broken free and was roaring down the Connecticut. We had hoped to get out of there, but there was an SUV on the ramp trying to pull a small bass boat/200 horsepower outboard/trailer combination out of the water. The SUV's engine did not seem to be running properly. When driver revved it up the whole rig lurched ahead and stalled. After watching this happen several times, I asked him if he wanted a tow. He happily accepted.

We loaded our boats and prepared to leave. The recently-towed SUV driver approached me and said, "My boat's on crooked. I need to back down the ramp and straighten it out. Is that OK?" Well sure, that's OK, but I offered to help him move his boat with a little muscle instead. His SUV sounded rather sick. A couple of other bemused bystanders offered a little muscle, too, but the guy backed into the water again. We left.

On the way out Nancy, Andy and I discussed the whole boat ramp fiasco. I wondered what the birdwatchers thought of all the messing around that they had just witnessed. We probably had helped make their lives more interesting.

On May 17 John and Brendan Fitzgerald met me at the Newburyport, Massachusetts, Park and Ride lot at 6am, having left Concord some 45 minutes earlier. In short order my red trip canoe joined the 17' Prospector on the roof rack of their Explorer and we were headed north on I-95 for the six-hour trek to Spencer Cove, just outside of Millinocket, Maine.

Our planned route for this year's wilderness trip was to start on Ambajeus Lake and paddle up the West Branch of the Penobscot River to the Debscconeag Deadwater and then follow the Debscconeag chain of lakes up to the fourth one. After that it would be a 1½-mile portage to the head of Nahmakanta Stream. From there it would be a five-mile run down the stream to Pemadumcook Lake and then back to Ambajeus.

The outside air temperature varied from 40° down to 36° as we were driving and settled at 38° at the canoe launch on the edge of Ambajeus Lake. It was just a little before noon when we arrived so we put together a quick lunch from our packs before starting out.

Chilly is how I would describe it as I added a few layers of fleece to my outfit before loading the gear in the canoes to begin the journey. At this point I was looking forward to some paddling to warm up. Little did I know about the level of exercise I was going to enjoy when we paddled out of Ambajeus and started up the West Branch of the Penobscot River.

It isn't more than five miles up the West Branch to the Debscconeag Deadwater which would take us to our campsite on the First Debscconeag Lake, but the West Branch was at near flood conditions and a lot of water was moving down it.

The first test for us was at Ambajeus Falls which was mostly flooded out but moving much faster than we could paddle. Fitz found that the water was moving a wee bit slower just along the west shoreline and we were able to make slow headway that way until we reached a logging bridge that spanned the river just at the start of the falls. The bridge abutments forced all of the water into a narrow chute that no one was going to paddle up. The only route around this was up and over the bridge to a rough landing on the east shore where we were able to continue our upstream travel.

The Debscconeag Lakes Loop Trip

By Steve Lapey
Photos by John Fitzgerald and Steve Lapey

Soon we could hear the second obstacle ahead of us, it was Passamagamet Falls, somewhat larger than Ambajeus. This falls has a carry trail around it on the east shore but with the fast current we were unable to paddle all the way up to the trail head. Instead we were forced to land about 100 yards downstream and bush our way through the woods until we found the carry trail, then it was an easy carry to the river above the falls for more upstream paddling.

Once again paddling only lasted a little while as we soon came to another impassable falls, or rapids, this one with no apparent portage route. It seems that most people only travel this stretch of the river downstream and these rapids are usually easily run. This time we were back on the west side of the river at a point where further paddling was impossible, so it was into the woods to scout out a bush trail. We lucked out and the terrain wasn't too bad and soon we were paddling once again, into the Debscconeag Deadwater with our upstream work completed.

It was 5pm when we arrived at the campsite on First Debscconeag Lake, just about five hours after leaving Spencer Cove. The good news is that from all the exercise we were nice and warm. The bad news was that there were still patches of snow in the woods around the campsite! The site was first class, maintained by the Nature Conservancy for trippers like us. The sign only asked us to leave the site in better condition than when we found it. Soon the tents were up and dinner was prepared. I chose a chicken and rice meal out of my bag and John heated up some pre-cooked chicken breasts with pasta. For dessert I baked a cake in the BakePacker®. After dinner we rested around the campfire 'til dark and then settled in for a well-earned rest. The loons must have just returned from wherever they went for the winter and they were singing away until late at night.

Bugs were a non-problem on this trip. John claims he swatted and killed one black

fly but I did not even see one bug. This is the reward for putting up with a little cold weather in the middle of May before Memorial Day weekend. After June 1 one could be guaranteed plenty of black flies.

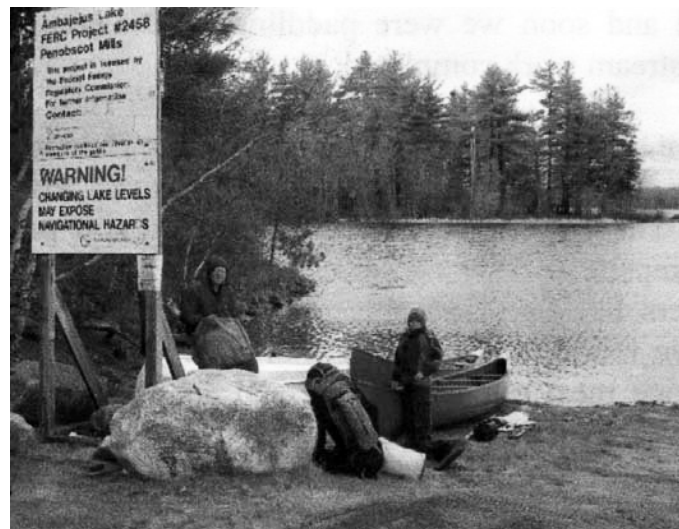
Day two dawned overcast and cold, the small thermometer that I have on my PFD was bouncing around near the freezing mark so it was another layer up day. We had camp broken and were on the water before 7:30am to enjoy a two-mile paddle the length of the lake. These lakes are beautiful. Crystal clear water surrounded by untouched forests in the shadow of Mount Katahdin. Occasionally we were able to catch a glimpse of the snow covered peak of the mountain but most of the time it was buried in the clouds.

Brendan used his time on the small lakes to troll with a spinner for the trout that are here, but to no avail. Perhaps the fish heard we were coming and stayed out of the way while we were there. The portage trails between the Debscconeag Lakes are used as snowmobile trails in the winter so they are kept fairly well cleared. Only a few areas were difficult for hiking but they were a big improvement over yesterday's bushing! The first one was advertised as a ¼-mile trail but it seemed like it was more like a full mile to me. Some parts of the trails still had pockets of snow to trek through but not enough to slow us down. The ice had just gone out of the larger lakes up here a week before our trip, the latest ice-out in years.

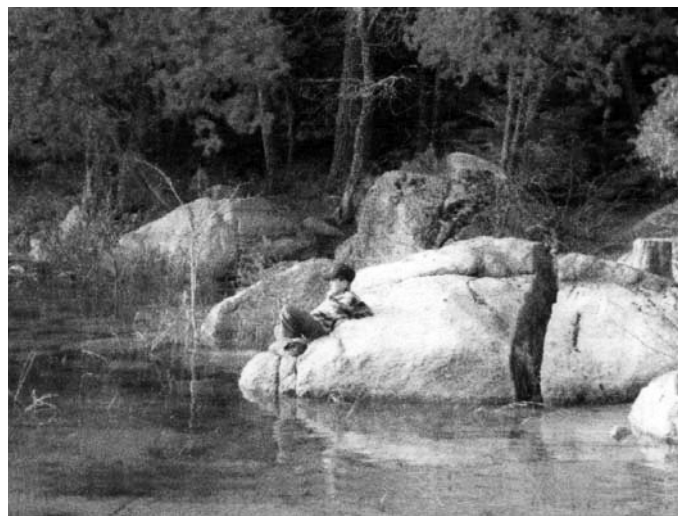
At the landing on the Second Debscconeag Lake we came upon a stash of canoes and boats, apparently left there by guides for use on the lake. The other end of the trail, on the first lake, is accessible by motorboat so guides and sports only need to walk across the portage with minimal gear for a days fishing. We did see a few fishermen on the West Branch and on the First Lake but we had the rest of the small lakes to ourselves.

As we got back on the water on Second Debscconeag Lake the precipitation for the day began. It started out as snow but soon changed to freezing rain and then settled down to just plain rain. By this time we were in full rain gear and pressing forward in the rain. When we finished the half-miler into Third Debscconeag Lake it was lunch time. In a short break from the rain we ate and discussed our tripping plans. Our planned route was to continue this afternoon through

Steve and Brendan loading up at Spencer Cove.



Brendan checking out the fishing on the First Debscconeag Lake Notice the crystal clear water.



Fourth Debsconeag Lake and do the mile-and-a-quarter carry to Nahmakanta Stream, knowing that there were no known campsites between here and there. Looking at the map and the weather conditions we made the decision to activate Plan B. We would hole up here on Third Lake, get a fire going to warm up, and the next day portage directly to Pemadumcook Lake, bypassing Fourth Lake and Nahmakanta Stream.

There is only one campsite on Third Debsconeag Lake and I can't imagine who in their right mind chose the location. There is no place to land one canoe, let alone two canoes. Mine spent the night perched on its side on a boulder, one end hanging out over the water, the other end tethered to a small tree growing out of a rock. It was a 15' scramble up a bluff to the camping area which we will call "basic" at best. There was a fire pit and after scouting about we were able to come up with two tent areas. Three tents and we would have been in trouble.

My folding bucksaw came in handy, we took down several dead trees, a couple of spruce, and then I hit the jackpot with a dead standing birch tree. It was about 5" in diameter at the base and in 30' it tapered to 3". This gave us about 20 pieces of hardwood that we kept burning all afternoon and evening. Starting the fire in the rain was easy, at lunchtime I had found some dry birch bark which I stuffed into my pack. We added some dry dead twigs from the bottom of some spruce trees that were found near the campsite, and from a fallen cedar tree I was able to cut several fairly dry branches from the bottom side of the trunk. This mix got a hot little blaze going with just one match and we were then able to keep adding bigger and bigger branches to it 'til things were good and hot.

The rain continued all afternoon and into the night. I remember waking up at about 4am and it was still coming down but at 6am the rain finally stopped and we arose to a misty and foggy morning. Even though we were not in a big hurry to get going, since our travel distance for the day had been cut in half, we were moving shortly after 8am with a short paddle

to the landing for the portage. This trail is actually a dirt road passable by four wheel drive trucks and, if we had known better, we could have made a better camp here than at the campsite that we used up the lake.

The one-mile portage went well in two carries, we were now getting used to the pack and carry routine. There is a drop of about 100' in elevation on this trail, most of it in the last quarter mile, so it would be harder going in the opposite direction. On my return trip on the trail to get my gear I came upon a snowshoe rabbit sitting in the middle of the road. He let me get within 10' of him before he started hopping off to the woods. He sure had big feet! The rabbit was the highlight of our animal sightings for the trip. Apparently the moose and other animals that we were hoping to see knew enough to stay out of the rain.

The portage ended at the White House Lodge, a large fishing camp on Pemadumcook Lake which Fitz tells me is Maine's fifth largest lake. From here to our destination it was only a two-mile paddle to the Moose Island campsite. After a stay here Saturday night and Sunday we will have a 6½-mile paddle back to Ambajesus and Spencer Cove. With a light tail wind we were soon setting up the tents on the island. In the afternoon the sun actually came out and it was delightfully warm on the sand beach out of the wind. What a change from the day before! This gave us a chance to get things out to dry while we rested a few weary bones.

From Moose Island we had a commanding view of Katahdin to the north and just before sunset the clouds cleared away from the peak for a full view of the mountain. After dinner we put the canoes back into the water and paddled around Moose Cove, hoping to spot one of the elusive moose that we knew must be around here but, once again, no luck. We then returned to camp for another dessert out of the BakePacker®, this time something called "Dutch Treat," made of pancake mix and chocolate chips.

It was at this campsite that our resident geologist, John, discovered a rock in the fire pit that contained dozens of fossils dating back some 420 million years. At one time this

area was a seabed. How things change. It was suggested that Brendan take the fossils back to school to show his teacher that, indeed, education was going on here in the woods.

Sunday morning dawned foggy and misty. Just stepping out of the tent was like getting into a cold shower and it didn't look like it was going to get any better. Just to top it off the wind had done a 180 overnight and now we could look forward to a headwind for our final six-mile paddle. Because of the fog and mist we did the paddling close to shore with map and compass on standby with John and Brendan leading the way with the GPS. With the headwind we managed to complete the paddling in two and a half hours.

At the landing we were met by a pair of men who were heading out to do the same trip that we had just finished in the opposite direction. They would be going down the West Branch on their last day, possibly a better plan. One of the trippers was from Andover, Massachusetts, just a few miles from my home, small world!

This great adventure will go down in our history as a "character builder." One might think that we were cold and uncomfortable on this trip but that would not be true. The equipment and clothing that we chose to bring along all worked just as advertised and we were in good shape the entire time. John and Brendan had a Eureka Timberline tent, a design that has been popular for years, and I used a Half Dome 2 from REI, another well-designed tent. Both tents were completely watertight throughout the rainy period.

For clothing we found that layers of polypropylene, Polar Fleece, and nylon were the secret to keeping the warm in and the cold out. We were thankful that we left the denim blue jeans at home, they would have been miserable under these conditions.

The wood and canvas canoes performed perfectly on this trip, there is no reason not to use these proven boats. As long as one pays a little extra attention to not hitting hard objects and doesn't mind carrying around the rough spots, these canoes are the best choice for wilderness canoeing.

Snow on the portage trail.

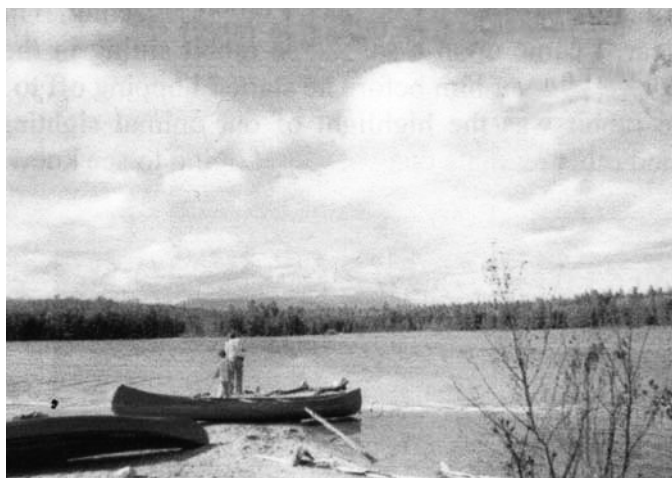


John and Brendan paddling in the snow on Second Debsconeag Lake. This Prospector could easily carry another 500lbs of gear and still have 6" of freeboard.





Starting the one-mile carry to Pemadumcook Lake.



Brendan and John, the fishermen, enjoying a day at the beach with Mount Katahdin looming in the background.

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Sometimes, time gets confused. Most of us think time is supposed to blur the bad parts and focus the good parts of a memory, so that after a period of time all we have are the good parts. I think that's why we occasionally find ourselves in that old conundrum, "I can't believe I did that again!" But sometimes time gets it backwards and all that seems to be left are the bad parts. Granted, there may have never been any really good parts in the first place. Could be.

This happened almost three decades ago. I really don't remember any good things that happened that day. Other than some of it wasn't quite so bad as the rest of it, maybe. Well, you be the judge. I was on this little ship *USS Moctobi* (ATF-105) that had already attended three of our nation's wars, and while still in active service she was in sort of semi-retirement, home ported in Everett, Washington. This was way before there was anything else tied up to the "Navy" pier besides chip barges, Foss tugs, and a couple of derelict sailboats. The big deal naval station, complete with aircraft carriers and all the ancillary facilities, would require a bunch of fast-forwarding on the big screen of history.

Nope. Back then we were all there was. We were a genuine "McHale's Navy" outfit, as far away from any real fleet assets as we could be hidden. It's an even bet whether the Navy was more embarrassed about us, or we just "belonged" out in Nowheresville. The *Moc*, when she was "home," could be found languishing in a scene that would do justice to one of Farley Mowat's word portraits. Our float was next to a mud bank that bared and stank at low tide, a pier where toilet paper was stored in great bulk, and a paper mill where an endless parade of 18-wheelers delivered the wherewithal of toilet paper making (wood chips). Some day I should tell of the mid-watches endured on that quarter deck with only the chip truck parade for entertainment. I might even tell you about the day that TP warehouse/pier caught fire. But, right now we're looking back at a day that proved anything BUT boring. Not that a giant toilet paper bonfire would be boring, mind you.

"ATF-105" can be parsed to mean "auxiliary, tug, fleet, number 105," in the Navy's regressive vernacular. She was 205' feet long, displacing 1,100 tons more or less. Her official job was to tow large objects slowly across the oceans of the world. Her designers had expected her to occasionally be asked to pull wayward vessels out of thin water and hard spots, perhaps while bad guys contested the idea with guns and bombs and such.

Moctobi was on the list of ships attending Mac Arthur's Tokyo Bay soiree known as VJ Day. She did her bit for the "police action" in and around Korea a few years later. She had shed her WWII ack-ack guns and tubs but kept the 3" open mount on the focs'l for Market Time ops during those heady early years in Viet Nam. By then she had been repowered and bastardized for the inshore fracas of that particular war. The Korea vintage salvage pumps and dive compressor remained.

The old *Moc* was even sent out to shadow Soviet AGIs ("fishing boat/intel gatherers) of that era and continued doing that job off and on until the advent of Glasnost. In fact, I had dealings with *Moctobi* in Da Nang while she was lashed alongside the blasted up "tin can," *USS Higbee*. And I saw her

Another Bad Day At Black Rock

By Dan Rogers

from the deck of a DE on another occasion while we were in hot pursuit of a Russian sub cheeky enough to get observed taking snapshots in territorial waters and sneaky enough to hide under the thermal layers and amid the pinnacles so prevalent in littoral Hawaii. We stopped to ask one of the locals (*Moctobi*), "Hey bud, you seen a buncha Ruskies come by here, driving a big black submarine?"

"No, mister. No subs, but we are right behind that rusty old grocery boat over there. You see it? The one with the hammer and sickle on the stack. Can't miss it. Those guys mighta seen your submarine..." Yeah, the world is truly a small place. Because only a few years later I both got my mail and ate my three squares on that same old bucket. No, not the Russian one. But I did have the honor of standing conning officer watches while *Moctobi* chased that same ole rust(ier) bucket the wrong way through an American battle group. We never quite figured out what signal flags to fly for "Don't yell at ME, I'm following HIM." But I suppose that's another story, too.

So now it's 1978 and *Moctobi* is still supposed to prove she can pull a stranded battlewagon off a hostile beach someplace. I guess nobody considered the alternative of teaching the BB's naviguesser to look outside now and then, you know, to see if there are any piles of sand in the way. So there we are, anchored off the Silver Strand of Coronado, California (backyard to the town boasting more resident retired admirals than there are 07s and above in the entire active duty inventory). I kinda doubt any of them old boys were out on the sand with their beach chairs and coolers to watch our heroics, but that was their loss.

We are anchored in one of the most intricate and potentially lethal two-point moors known to seagoing mankind. Just dumping those eight-ton Eels anchors without ripping the fantail off in a 1000'-plus steel cable "hair ball" is to witness a thing of majesty. We're supposed to run a "thick as a charged firehose" steel towing cable ashore and hook it to a beached ship that is already hooked up to a dug-in D-9 Cat. One of my jobs that day was to run the messenger line ashore. You know, through the surf in a 26' motor whale boat, the very same type boat that Robb White had praised in legend and verse, and get the first in a series of lines through a snatch block on the beached ship and back to the loving arms of the Senior Chief waiting profanely back home on the *Moc*.

Only problem, seems Mr. Westerbeke's offspring, moldering there in the bowels of the MWB, had serious gastric issues earlier in the week. This is actually the grist for another tale of "Cumshaw Beats the System." But we'll talk about that, maybe, another time. Another problem that I just MAY have voiced my minority opinion about was just how in the hell I was supposed to negotiate a heavy, slow, "shaft and screw through the bottom" double ender up close to a beached ship without becoming a beached ship myself.

Well, anyway, the engineman who initially was responsible for the whaleboat

engine's demise AND its miraculous reappearance, voiced a reasonable, I thought, objection that his handiwork would be sacrificed to no likely advantage on the altar of tradition. And since we had one of those modern rubber ducks, courtesy of the Zodiac Boat Co., why not strap that little 5hp Evinrude on the Zodiac and just bounce off the hulk, or the sand, if it gets too rough in close? So that's just what I did.

Moctobi was in company with another of her then endangered species, *Quapaw*. Both of these old girls had probably survived where many of their sisters had become razor blades more from bureaucratic happenstance than actual "at the deckplates" logic. Anyhow, we two comprised a big hunk of the Navy's "salvage force." Both ships had taken up position off the ersatz grounding victim and were in process of floating the steel bull ropes ashore. In a way, this process resembles getting your shoelaces stuck in your fly zipper and trying to walk away nonchalantly, like that was what you meant to do all along.

OUR bos'n had the forethought to order rubber bladders to float our bull rope in. The Neanderthals next door (meant derisively only in the tradition of "school spirit") had theirs slung from 55gal drums. You know, made of steel. And heavy. And hard. And pretty unforgiving when you try to winch a string of 'em through a snatch block a few hundred yards away and out of sight. I had gotten my surf-riding expedition completed without mishap or much difficulty. Kind of anti-climactic, in a way. The rubber duck was back on the fantail, slowly bubbling its air out through one or more leaky valves.

The Evinrude was stowed away in a pile of deck gear detritus down a scuttle at the bottom of a decidedly vertical ladder. Anybody who has spent a day or more aboard a "gray one" can probably cough up their own personal mental image. This was at what was supposed to be near the end of a long day of heaving around on unforgiving cordage and chains, toting heavy/rusty plate shackles, and other aspects intrinsic to a semi-mechanized, decidedly archaic, endeavor.

I was even thinking seriously about washing up a bit and joining the chow line when the 1MC blared rudely, "Boat crew, man your boat!" None of that politically correct stuff of the current decade. No "please." Nope. For a bunch of malcontents and Fleet discards, our little band of scoundrels could galvanize into a pretty effective crew when the chips were falling. Somehow a couple of guys got the motor up from the bosun's locker. A couple more had already heaved the boat over the side. Unfortunately they forgot to insert the wooden floor pieces. But, what's a minor detail?

When I showed up the Corpsman was already on deck, his Unit-One under his arm. And, for a former Force Recon medic, he looked kinda grim. I asked him what was up and he summarized, "I think one of our guys in the riding crew just got splattered all over a bulkhead by one of *Quapaw*'s damn barrels." Nobody had thought about a Jacob's ladder but I was still on the sunny side of 30 and pretty much full of it. Who needs a ladder? I just vaulted over the lifelines and landed in the clammy embrace of Miss Zodiac. We're kinda' lurching up and down in that unloaded, unstiffened tub and I see the First Class BM staring over the side with a demonic grin on his face. No beeswax, he says, "Here, Rog, catch this motor."

(Our story will continue)

Major Island Cleanup Effort

Brings Lobstermen and Environmentalists Together

Cleanups on the mainland coast of Maine from the Patriots Day nor'easter have received considerable attention, but some offshore islands remained littered with debris. Until mid-May the Cape Porpoise islands off Kennebunkport were strewn with typical coastal flotsam, with a preponderance of fishing gear and lobster traps in spaghetti-like bundles of line, wire mesh, floats, and seaweed. But then an unusual team of lobstermen, conservationists, and land trust members joined forces to clear the islands of several truckloads of gear.

About 20 members of the Cape Porpoise Lobstermen's Association took a valuable day off from fishing between mid-May storms to lend a hand. They provided a lobster boat, pickup trucks, a backhoe, and much of the manpower. The entire staff of the Maine Island Trail Association turned out to provide still more labor and a MITA skiff for hauling trash. The Kennebunkport Conservation Trust coordinated the effort, provided several volunteers, and cooked lunch for everyone at the Cape Porpoise pier.

Cleanup crews combed the islands while the lobster boat and skiffs transported hundreds of lobster traps and garbage bags from the islands to the pier. From there the lobstermen helped bring it all ashore, flattened derelict traps with a backhoe, and loaded it all into a dumpster. In the end four large open dumpsters of waste were removed.

Veteran lobstermen said they had never seen so much gear washed ashore by a storm, often forming windrows of manmade and natural debris half-buried in the sand and gravel of the shoreline.

A great time was had by all. Cleaning the islands and sharing hot dogs and hamburgers were common causes enjoyed by all participants on a raw May afternoon. "Lobstermen are the greatest guys," said Trish Dano of MITA, "and although we were all having fun together, they were taking the day seriously and getting far more done than we could have done without them. But next time we'll hit them up for some lobsters instead of the hamburgers!"

MITA is a non-profit membership organization that promotes conservation and access to 162 sites on the Main Island Trail between Kennebunkport and Machias. Its offices are at 58 Fore St., Portland, Maine 04101, and it maintains a website at www.mita.org.

The Kennebunkport Conservation Trust is a community organization dedicated to preserving the natural beauty of Kennebunkport and has conserved over 50 properties in that area. Its offices are located at 57 Gravelly Brook Rd., Kennebunkport, Maine 04046.

For more information contact Tom Franklin, (207)761-8225, marketing@mita.org.



The *Sea Lion* is a replica of a 16th century British three masted square-rigged ship. She was commissioned in 1985 and completed several years later, most notably by Earnest Gowan of Mayville, New York. It is rumored that he spent quite a bit of his own money, along with his labor, to get the ship finished. She was built traditionally (but using power tools), as she would have been in the 16th century, on the shores of Chautauqua Lake, at Bemus Point. This lake is at the southwestern corner of New York, a summer season lake for the most part, overdeveloped and overpopulated. Pretty, nevertheless, if you look in the right direction.

After a short sailing life on Chautauqua Lake there were some questions of ownership and liability, among other problems, and a legal battle came about. The result, in 1992 *Sea Lion* was "sold" for a dollar to a group in Buffalo, New York, named the Buffalo Maritime Society. They no longer exist. I'm not sure if they ever really did, save for the name in which to buy the ship.

This was one of three ownership groups that took very little care of her. The money promised for maintenance and repair by several "interest groups" failed to materialize for some of the owners. Very typical of the way "groups" operate in Buffalo (Erie County). For all the cold weather there's plenty of a hot air blowin' around here. Soon *Sea Lion* began to fall into disrepair.

In 1999 she sank! Some (me) suggest intentionally, but I'm not sure why.

The *Sea Lion*

By Greg Grundtisch



Sea Lion in her last season, 1989-90, with all sails set except the spanker.

Negligence and foolishness, definitely. I was told by one nitwit that "she was sunk to preserve her from the elements and from rotting." Jeez! This area is known for that sort of "ignorant stuff."

I had told a few people in one organization that I would take her for the same dollar and maintain her and keep her afloat. I would even lease her back for a dollar all ready to go, just let me sail on her once in a while. I got no takers. That was the year before she sank and I had no boats and enough free time to take on the job.

There "seemed" to be no insurance to collect but no one was in a hurry to raise her before the winter freeze. That winter, if one knew where to look, one could see the tops of her mast poking through about 2' of ice.

Some local divers, led by Sam Genco, raised her for the *Sea Lion* Restoration Group the following summer. She was towed back to Barcelona Harbor and pulled up on shore. There she is very slowly being restored as money and labor (volunteers) becomes available. But it could all easily fail as she is sitting exposed to the Lake Erie weather. She has been on land for about six years now!

Her looks are improving as the hull and topsides have gotten some fresh paint. But her planks are beginning to spring in places and some oakum is falling out of the seams and decking. Her masts have been taken away the last time I saw her, presumably to be protected and refinished. Her sails and spars are at present in an unknown location. I'm still slowly learning more about this ship and hope to find a way to help get her sailing again someday.

Sea Lion is 63' in length, 13' beam, 6'9" draft, and has a displacement of 56 tons. The mainmast is 58'. To contact the *Sea Lion* Restoration Group write to 27 E. Main St. Westfield, New York 14787. To see a *Sea Lion* web site just google *Sea Lion* ship. It will take you to an informative site with more detailed information and more photos.



Sold for \$1, she was transported overland to Lake Erie and then sailed to Buffalo.



After sinking in 1999 she was raised and towed to Barcelona Harbor.





Safely ashore, Sea Lion was cleaned up and scraped down, the start of the still ongoing six years of restoration work.



By 2004 she had been painted, note her masts with crow's nests alongside on the blocking.



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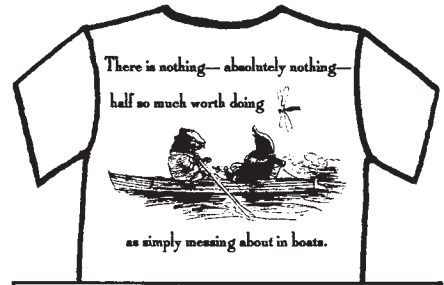
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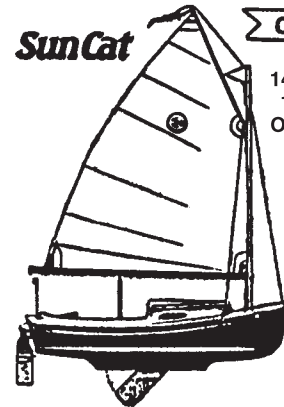
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The hybrid kayak building method is a variation on the traditional skin-on-frame kayak building. It crosses Canadian canoe construction and traditional kayak design and detail. These instructions should be used with Robert Morris's book, *Building Skin-on-Frame Boats*. The main difference between Morris's building method and the Berkshire Boat Building School's method (that's us) is that we use a two-part gunwale and a strongback. The two-part gunwale is lighter than a traditional kayak gunwale and it does not need shaping or mortising.

The stock dimensions are from my 20lb, 12' kayak. Change the deck member's proportions according to the size of the boat. Dimensions for the gunwales, stringers, ribs, and other hull members are variable depending on the wood, the boat, and the spacing of ribs. Remember, hardwood can be used having smaller dimensions than softwood.

I used the following types of wood for my boat: northern white cedar for stems, ribs, the backrest, and deck beams; spruce for stringers, inwales, outwales, masik, and breast hooks; and ash for rubrails, cockpit rim, deck stringers, floor boards, and foot brace stringers. Always wear a respirator or dust mask when sawing ash or cedar since their dust is carcinogenic! See Chapter 3 of Morris's book for the list of tools you will need.

If I do not mention a step that Morris does, do it his way. Platt Monfort's video on how to build a boat is another great source for construction tips and information. He has a great idea for a good, inexpensive, foam steam box.

First a strongback built of four 1"x4"s, 2' shorter than the boat's length over all (LOA) is needed. The ends of the strongback need to fit inside the ends of the boat. Screw the 1"x4"s together so that they make a long hollow box and firmly screw it to two sawhorses. Make three stations out of plywood and securely fastened them to the strongback. The middle station should be the shape of the widest part of the boat. The two other stations are support stations and only have to hold the keel stringer and two outwales.

Decide where the widest point on the boat will be and fasten the middle station there. Soak the two outwales and keel stringer (all are $\frac{3}{8}$ "x $\frac{3}{8}$ " and 6" longer than the LOA) in water for 24 hours and tie them to holes drilled in the center station. Make two breast hooks and fasten them to the outwales using Gorilla Glue and screws. Fabricate two stems and fasten them to the breast hooks using glue and screws and to the keel stringer using glue.

Now is the time to decide how much sheer is wanted. Carefully pull the ends of the boat down until the correct amount of sheer is

Building a Hybrid Kayak

By Bruce McAlister



achieved. Screw a board onto the ends of the strongback to hold the ends of the boat down. Experiment with the position of the two support stations until the boat is shaped correctly. Then fasten them to the strongback.

The ribs are 1 $\frac{1}{4}$ "x $\frac{3}{8}$ " stock. The middle rib stock should be 3' long. On my boat they are 6" on centers in the middle 3' and 10" on centers at the ends. Steam and lash into place every other rib (see pp.103 and 117 in Morris' book). After half of the ribs are installed, begin lashing the stringers into place. I have four $\frac{1}{2}$ "x $\frac{1}{2}$ " stringers in my 12' kayak. They should be feathered and lashed to holes drilled in the stems. Next install the rest of the ribs. Platt Monfort's movie has good instructions on how to rib and install the stringers in a boat.

After everything is lashed and the symmetry of the hull checked, glue the ribs to the outwales. After the glue is dry, carefully lift the boat off of the strongback and glue on the pre-soaked inwales, sandwiching the ribs in place. It is a good idea to have the inwales tied to the outwales for a couple of days beforehand to bend them into the correct shape.

There are eight parts to the deck; the two deck beams, masik (this is the curved beam that defines the shape of the deck and also supports the cockpit rim), backrest, and four deck stringers (Chapter 7). Measure and mark the positions of the deck beams, backrest, and masik. Glue scrap rib ends in between the outwale and inwale to reinforce the deck members where they meet the gunwales. The deck beams are $\frac{3}{8}$ "x $\frac{3}{8}$ " cedar stock. Measure the width and angles of the inwales where the beams go. Since the cut has to be compound, first fit one end and then

cut the other a little long and plane or sand smooth. Lash the deck beams in place with a triangular lashing (two holes in the wood blocks and one hole in the beam).

Next fabricate the backrest. It should be at least $\frac{3}{4}$ "x3". Fasten it with two pegs or screws per side and lash. Make the backrest comfortable. Fabricate the masik now (pp. 80-85). The deck stringers are $\frac{1}{4}$ "x1" ash. They should be notched into the backrest and masik and lashed to the deck beams. If the kayak is going to have foot braces (they're a good idea) add them now. The foot brace support stringers, the same stock as the deck stringers, should span three ribs and be high enough for the balls of the feet to be able to brace well.

The cockpit rim can be fabricated at any time (p.131). The finished cockpit should rest nicely on both the masik and backrest. Follow Morris's instructions carefully. Use C-clamps to help make the joint tight. The floorboards can be of any wood and can be any dimensions. Mine are $\frac{1}{4}$ "x $\frac{7}{8}$ " ash. They should be oiled separately and lashed into the boat after all the oiling is done. Oil all the woodwork carefully. Cabot Australian Timber Oil is excellent for these boats. Make sure to do a nice job, it looks better. Replace any loose lashings and check all the joints and woodwork.

Now it's time to skin the boat. For the sake of brevity I will not go into the skinning process (See Chapter 10). I used 8oz oxford weave nylon from George Dyson. Eight-ounce or 12oz nylon are what we usually use. Polyester also works well. See also Bill Low at www.willowkayaks.com.

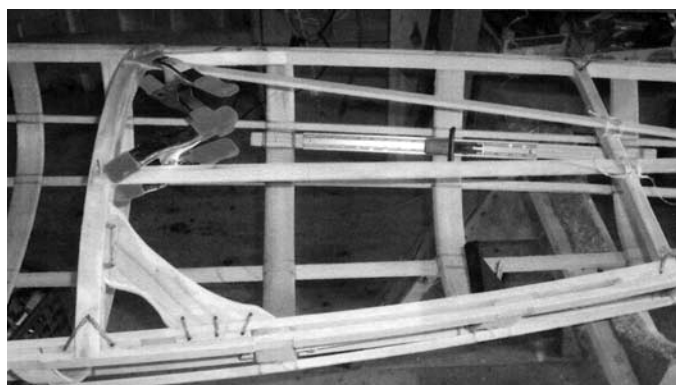
We use traditional canoe stem bands on our boats. They can be brass or hardwood. White oak is wonderful. Ash is also very good. The bands should have a half round cross section and be at least $\frac{1}{4}$ " thick and as wide as the stem. A 3' length should be sufficient. Epoxy makes a tough, abrasion-resistant coating for them. Fasten the stem bands on well with epoxy or screws.

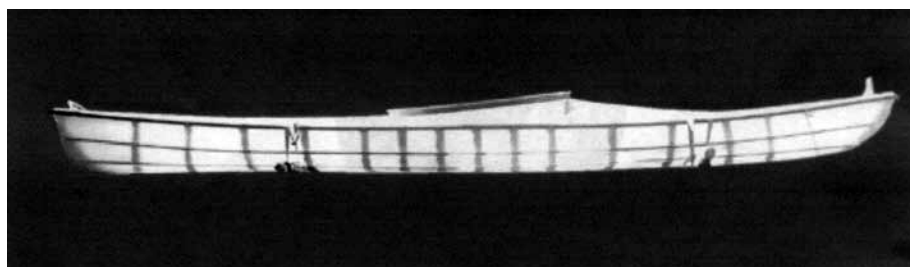
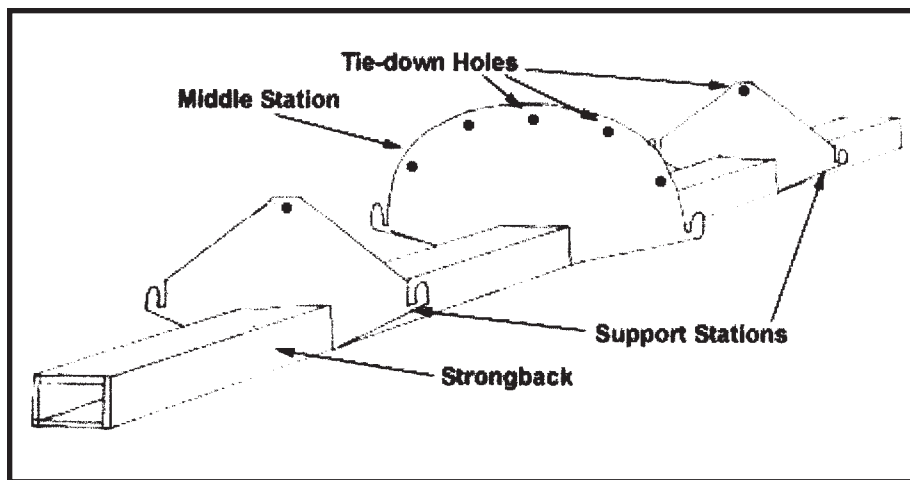
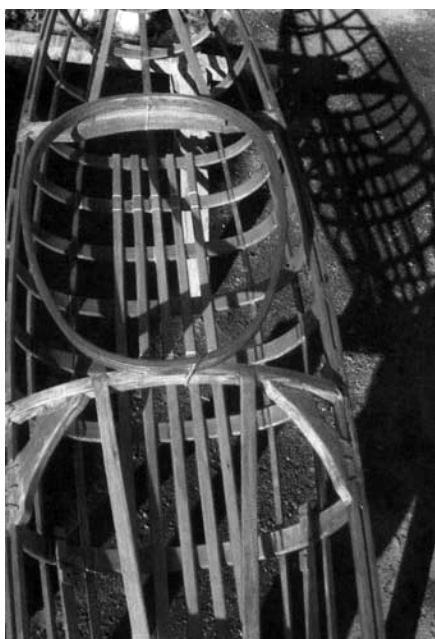
Add rubrails. They should be hardwood about $\frac{1}{4}$ " thick by the width of the outwale and as long as the boat. Fasten them with screws. If the skin on the boat ever has to be replaced the rub rails have to come off.

There are many waterproofing options. Morris gives sound advice on what to coat your boat with. I have a two-part polyurethane "Goop" on my boat that I purchased from Corry Friedman.

When it's time to launch the boat, don't forget the Greenland paddle. Good instructions for building one can be found at www.carvegp.com.

Remember to follow all safety rules and have fun!

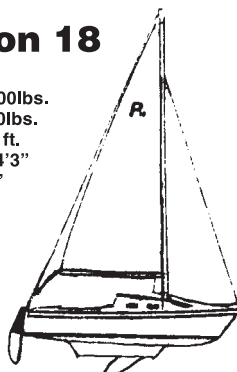




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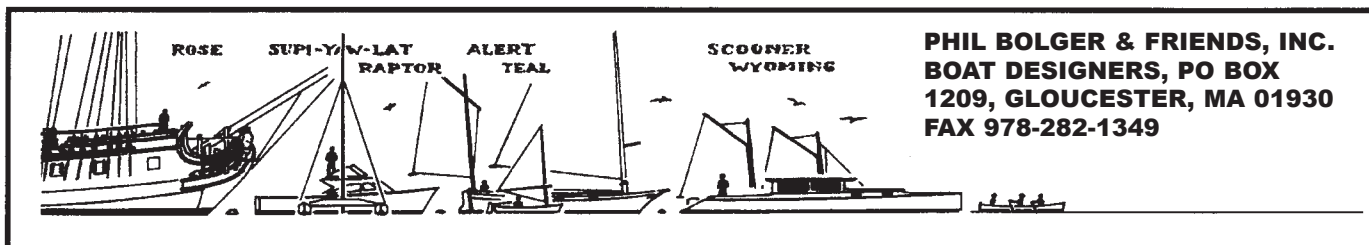


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Last issue we began a narrative on our work in recent years to effect a shift in the fishing industry's historic way of doing business towards one that supports sustainability of the resource and thus sustainability of fleet and its communities ashore. The 2,000-words *National Fisherman* report on our proposal of September '04 was the most significant advance of the cause in that it clearly legitimized this issue as worthy of discussion within the industry. This produced the public hearing of December '04 at the Gloucester Maritime Heritage Center. And we used it to at last leverage it into the *Gloucester Daily Times* opinion piece over a year later. But, of course, the most important effect was to spread the ideas across the industry in the hopes of attracting fishermen's and environmentalists' attention. And a small handful of fishermen did respond.

One of them, on Vancouver Island in British Columbia, established a dialogue with us over his need to replace an aging 60' longliner which he uses to fish both the Pacific Ocean and the Strait of Georgia separating the island from the mainland. Then last fall we were suddenly invited to fly out there for six days, courtesy of a non-governmental organization (NGO) called Ecotrust of Canada. The point was to visit several fishing ports to study the characteristics of this fishery, talk to fishermen, and have face time with this NGO that has been working to support fishing communities towards socio-economic sustainability in the context of sensitive regulation supporting sustainability of the resource.

After nearly four years of pushing the industry hereabouts, it was impossible to sweep this invitation from the other side of the continent off the table. Ecotrust's roots in the province's fisheries were on offer to further the cause. Incidentally, this was the first and so far only eco-minded NGO that did state outright interest and direct support to develop a dialogue and explore opportunities all the way to prototyping.

The leading US ecoNGOs that file successive lawsuits in defense of the resource by restricting the industry's take have over 30 months not found any way to express an opinion on our proposal. The Ocean Conservancy, Oceania, Conservation Law Foundation, for instance, are all conspicuously non-committal despite repeated and direct personal contacts with them, ditto for the well-known state and local chapters of other greenish organizations that are ever so pious in their self-promotion. In a time of mounting local and global crises, taking a luxurious 30 months of absence from leadership on this issue is noteworthy and a rather serious reflection on their apparent agenda. It does not appear to include support for developments towards the greenest most sustainable fishing industry.

Perhaps the seemingly outlandish suspicions of our local fisheries chieftains are true

Bolger on Design

Messing About In Fishing Boats

Chapter 2

after all (!) that all oceans are to become National Park accessible only by energy companies and the occasional boater, assuming the latter won't run into one of the dense patchwork of exclusion zones around gas terminals, marine sanctuaries, fish farms, etc., etc. We don't recall any national referendum that decreed accelerating privatization of the waters out to the continental shelf. And yet in Alaska, we understand, a single owner already controls 23+% of the natural resource inshore and offshore...

Ecotrust did not sound like that at all and Susanne was tasked to fly out there while Phil kept pushing on here towards fulfillment of our pending design orders, as we were really booked to our gills with obligations. Susanne had a strenuous but very satisfying time that developed into what seem like a horizon full of opportunities. For starters, we were prompted to quickly put together a design for an entry level craft to safely go fishing on inshore waters at minimal cost and maximum safety. Local demand and funding by Ecotrust was put on the table as a warm-up effort to be constructed as soon as possible this year. The replacement for the 60-footer is on the agenda right after we are done with pending non-fishing work. Thus we dropped all our commercial work in the attempt to strike with this iron while it is hot after this long dry spell of some four years to put together this simple design.

This modest but able craft can be built part-time over a winter to be ready to earn a living with come spring. Its ancestor is our Design #650 Topaz that had demonstrated the ability to touch 20mph with 50 large-prop horsepower, a fine example of efficiency.

Here is the introduction to her:

Design #679-A Blackliner-2K90/30P

Dayboat Version

Length Overall 30'

Length WL 28'10"

Beam Overall 7'8"

Beam DWL 6'2"

Hull-Draft at DWL 8"

Draft over Keel at DWL 12"

Hull Weight (in fir ply all up dry)
approx. 2,000lbs

Hull Weight wet (400lbs of fuel/100lbs water)
approx. 2,500lbs

Displacement at 8" draft DWL
approx. 3,500lbs

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and 11" draft
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Power 50-90hp large-prop four-stroke
outboard
Fuel Tankage 81gals of gasoline in
3x27gal tanks

The basic Blackliner-2K90/30P hull design is a light and lean trailerable workboat that requires modest investments in construction efforts and modest cost running. She is primarily intended to be an entry level working craft for small inshore fishing and other commercial operations.

Working the waters, she can support setting and retrieving of inshore traps and long-lines, drift nets, gill nets, etc., optionally a modest trolling operation with one manual single spool gurdy per side, diving operations, and small scale remote operating vehicles to investigate bottom structures and habitats, depth sounding/fish finding surveys, plus whatever else might come to mind once well familiar with the craft's capabilities. If the first hull confirms the assumptions discussed here, sisterships should multiply.

She is designed to be used for a few hours or up to overnight. She has just rudimentary accommodations for one consisting of a modest enclosed wheelhouse with short term room for up to three standing with one seat, one pipe and canvas berth, a portable head, and a reasonable amount of storage opportunities under the short raised deck volume.

Her simple structure results in a rugged, unsinkable, and efficient shape with a hull built mostly of renewable farm grown plywood requiring only modest power to work her daily tasks at speeds in the 20+ kts range. With 90hp she may edge towards the mid-20s for a guesstimated range of 230nm at full speed. But she would run economically in the mid-teens for up to over 300nm. At 7kts displacement speed she ought to run well over 550nm on one full load of fuel. On the road she can be towed behind a mid-level (i.e., ¾-ton) truck/van/full size sedan to a launching ramp closest to her theater of operation.

Along a least cost/minimalist approach there are a number of dayboat uses that do not even need any cuddy or smallish wheelhouse. Such an open boat hull might just retain the anchor compartment forward and the stern configuration with inset outboard motor and buoyancy quarters surrounding it. This open boat, though still carrying the positive buoyancy belt along her cockpit, is thus of somewhat lighter weight, suggesting the application of a 50-60hp large-prop outboard motor, now with the optional tiller steering for simplification. Transporting of people and various types of cargo seems perfectly conceivable this way, apart from pursuing certain inshore fisheries. A single large starter battery would power rain/bilge pumps

and the limited navigation lighting necessary. Whether the dagger board would be part of this minimalist approach would depend upon the judgement of the prospective owner.

This hull should set an example of how much utility can be attained with a modest investment and minimal carbon footprint in her daily operation. She is a fiscally and politically responsible example of how much utility can be attained with how modest an investment and carbon footprint in order to address the socio-economic and ecological challenges on the table of fishing commercially in this early 21st century.

An Outline of the Basics of the Blackliner-2K90/30P Design

This is one smaller hull in a growing category of working craft, in particular fishing craft, we have been promoting for years, based on our experience with private pleasure boats that offer unusually good economics applicable to the commercial sector as well. They are based on principles of reduced carbon footprint from renewability of hull materials to advanced efficiencies of first and running costs.

Traditionally, in the commercial fisheries the First Fisheries Paradigm has been the maximization of catch per given cost in vessel and crew. A fishing vessel's efficiency was typically defined by its capability to catch more, irrespective of its impact upon the resource and irrespective of the carbon footprint required. After episodes of well-documented overfishing and increasingly dire long term prognostications of oil cost (and thus typically modern hull material cost!) the emphasis on catching more with more elaborate vessels and machinery has proven to be problematic for many owners as less available resource coincides with serious increases in construction and operating cost.

In light of this experience, sustaining the resource and the communities ashore requires a different approach. The pursuit of a Sustainable Fisheries Paradigm requires the focused development of commercially viable technical capability for fishermen to sustain their livelihood while sustaining the resource!

Sustainability thus begins with appropriate criteria of design expressed coherently in construction, integrated with matching choices in fishing methods, and fine-tuned in daily operation.

Any regulatory provisions that actually stand in the way of sustainability based design and practices must be revoked! As an example, the regulatory preoccupation with length as a measure of boat size versus actual vessel weight, for instance, has produced progressively heavier, wider, deeper, higher boats all more and more inefficient to run, if not less seaworthy altogether, and in the process have gotten more expensive to build and maintain, just as access to the resource is in flux, if not doubt. This is one key regulatory assumption that is inappropriate in the management of the resource and undeniably problematic in terms of irreducible daily carbon footprint of each business.

The conceptual basis for any proposal for a "Sustainable Fishing Boat" thus should reflect a sequence of well-examined choices: 1) low carbon-footprint design priorities based on low resistance hull geometries; 2) using largely (locally?) renewable materials for hull construction; 3) buildable and maintainable even in small coastal communities; 4) owned and operated by a broad multiplicity

of small (typically family) businesses who are able to nimbly respond to ecological demands due to limited initial debt load and modest operating costs; 5) concentrating on fisheries types that match these minimized carbon footprint priorities; i.e., low hp fixed gear and moving gear fisheries, all to allow; 6) sustainable resource management via mostly locally based fishing operations that help sustain the socio-economics of their shoreside communities.

What's With the Name "Blackliner-2K90/30P"

In the past "Highliners" designated particularly successful fishermen in terms of their total annual catch exceeding that of all others in a given locale or fisheries, so regarded often without revealing actual operational cost and ignoring the cost to the resource's sustainability. The Summation-Line/Bottom-Line after increasingly problematic decades of First Fishing Paradigm practices indicates the urgent need to shift towards the Sustainable Fisheries Paradigm:

Black numbers, sustainable black numbers (!), are key to a successful business.

2K = 2,000lbs of cargo in addition to full-fuel (the heavier the load, the lower her top speed!).

90 = 90hp maximum installed.

30 = 30' in length.

P = a planing hull-shape.

To extend this point to other examples, the slow version of this design optimized for 7kts-(D)displacement speed efficiency increases its carrying capacity while running with less horsepower making her the 4K50/30D. And a 50' longliner carrying 12,000lbs of fish/ice on 60hp would be 12K60/50D."

In keeping with the irrelevance of length per se vs. carrying capacity per power, the number reflecting length is the least important one and thus last.

Lean and Efficient

Blackliner-2K90/30P is based on a proven hull shape that is readily buildable in modest shops with minimal prior experience working in plywood hull construction. Her hull's slender and shallow proportions make for fine hull lines which, per given displacement, result in low resistance to run at moderate speeds on comparatively moderate four-stroke outboard power. For limited power her structure can be light and with her displacement spread out over her length resulting in just around 8" of net hull draft and 12" over her keel. With that shallow hull draft she can readily be beached or tugged along with a rope by a crew wading through shallow waters into deeper channels again.

While her lean shape primarily offers efficiencies for more distance run per gallon of fuel, her lean proportions also aid significantly in reasonably casual trailering of her to her theaters of operation. Her lean midsection allows her to ride on her trailer as low as possible; i.e., between the wheels of her 96" wide trailer, for a lowest center of gravity on the road, reducing to a minimum roll over hazards from sudden evasion of collision maneuvers on fast highways or winding byways, reduced aerodynamic drag from running lean and low at highway speeds is a moderate but welcome side effect.

Blackliner-2K90/30P derives her stability from a 6' wide flat bottom throughout more than half of her total length. It consists primarily of a stout uninterrupted 1" thick

plywood lamination running stem to stern, backed outside by a shallow external keel, and inside by a layer of 2" foam core covered by a rugged working deck. Her centerline spine measures over 7½" in height and supports the bumps and shocks on the trailer and on the water. Her hull bottom is both cabin sole and solid protection against impact from navigational errors at high or low speeds, or from settling on unyielding unkempt bottoms of stones when drying out in unfamiliar locales with a failing tide. Serious damage incurred in these instances is repairable on her trailer by versed crew or back in the boatshop by the builder.

Bow Shape

The V shape of the forefoot produces a reasonably soft-running bow shape at displacement and moderate planning speeds where Blackliner-2K90/30P will spend most of her time. It does not require elaborate molding, staving, or torturing of materials. It is achieved by first shaping the full length hull bottom to the upsweep forward, as indicated by the chine line. Then pre-fabricated expansions of ¼" plywood are applied externally as a nose, producing a rather sophisticated entry on an otherwise very simple squarish section hull shape. Thus, despite that simple flat midsection, Blackliner-2K90/30P's sharp bow will be quiet when at rest. And, as a matter of safety, for more relaxed poking around the shore the nose can be structurally sacrificed, running over or into unyielding obstacles without the hull proper taking on any water.

This bow shape solution allows a desirable combination of light hull strength, stability on lean proportions, and good flow at moderate planing speeds of at most mid-20kts. In comparison, conventional V-bottom shapes would have to be wider for the same stability, promptly requiring more power, while on the shop floor adding manhours from more complex assembly.

Stern Configuration

Her stern arrangements combine the advantages of outboard power on a craft of this size with key safety and ergonomic opportunities in a stern configuration more viable and attractive than most.

Locating the outboard a few feet inboard results in ready access to the powerhead from within the cockpit for maintenance and access to the lower unit from left or right on the afterdecks for clearing of pot-warp or even prop change while afloat, all with least risk to crew of falling overboard in most likely conditions.

And be it on her mooring with other boats shaving past her stern or from collisions backing up afloat or on the road, it would be rather improbable to find her propeller and lower unit damaged as structurally the outboard is well protected from impact.

The engine's inboard location and relative elevation above the water, due to the hull's shallow draft, also reduce the possible impact of stern wave action on the unit's reliability.

Surrounding the outboard forward and on its sides are her three 27gal fuel tanks for short fuel lines, overboard drainage of fumes during fueling, and temperature changes.

Finally, placement of the engine this far away from her stern does allow surrounding the engine on both sides with vital positive buoyancy in the form of many cubic feet of hard foam to keep her stern from sinking

under the engine's weight should the hull be flooded from perforation.

Enhancing Safety to Maximize Commercial Utility

Sustainability of the crew working the fishing grounds must be part of any matrix of sustainability of the resource and the fleet. A number of key attributes should enhance survival at work by reducing various risks in order to move away from the traditional status of commercial fishing being one of the most dangerous professions.

A significant amount of our thinking, and moderate amount of construction work, is directed at establishing her unsinkability. Apart from being built of wood as her primary structural material, we take advantage of plywood's characteristic panel geometry to back up many of this hull's structural components with standard pink/baby blue closed cell insulation foam available nearly everywhere for house construction, then cover her with a lighter layer of plywood except for the heavy sole on her hull bottom. This forms a sandwich which offers two desirable consequences:

The combination of wood and foam in hull bottom, sides, and deckhouse roof results in near 7,000lbs of hard positive buoyancy against sinking in cases of full perforation of hull from hard impact on a rock or a serious collision with another craft. Through that hole the hull will take on a certain amount of water until the built-in foam stops her apparent sinking from going further, in effect comparable to a life preserver. This hull features multiples of the flotation required to keep her heavier-than-water components such as engine and batteries from sinking her.

With most structural plywood panels in effect supported by this non-structural foam, and whose soft surface on the other side is protected by a light plywood layer, this sandwich becomes a significantly stronger hull structure than plywood alone since each sandwich panel is much stiffer, incidentally adding a certain amount of sound deadening. And there is another rather welcome side effect from using this sandwich in hull construction: A nasty gash cutting clean through the outside of her topsides or bottom plywood structure deep into the foam may still leave her not leaking as long as the inside plywood skin is not pierced, a scenario not inconceivable in a glancing impact over a sharp rock edge, for instance.

This construction is a plywood-foam-plywood composite with the outside thicker layer of plywood remaining the primary structural member, reliable even if foam and light ply were removed. Since both plate materials are readily epoxied to each other, backing up the plywood structure with foam is a mild nuisance during the hull construction, but with obvious significant benefits. For example, before the second layer of ply encloses it for good, imperfectly cut foam can be repaired by the localized use of spray-in foam in a can.

In Terms of Numbers

The plywood in this hull has approximately 1,700lbs of net buoyancy in addition to its own weight; the installed foam, not counting her house top, amounts to about 5,200lbs of net buoyancy; there is some minor additional buoyancy of the spars, the housetop, partly empty fuel tanks, etc.

Combining farm grown/renewable fir marine grade plywood with blue/pink closed cell home insulation foam thus produces an overall permanently built-in positive buoyancy/unsinkability of near 7,000lbs above the weight of wood and foam in the hull. These near 7,000lbs are available to float all heavier-than-water/non-buoyant weights such as outboard motor, batteries, ground tackle, etc. and amounts to a good safety margin against sinkings from flooding. Even if the hull is perforated by collision from either other craft or impact on dead-head logs, this built-in hard buoyancy should keep the craft and crew afloat.

Additional safety for the crew is provided by good shelter from the elements between work sessions inside the lockable wheelhouse; an on average 42" high coaming along her working cockpit matching US Coast Guard preferences; ready and safe anchor access with no requirement for standing on a slippery foredeck, providing instead secure anchor handling standing hip high in the forward hatch allowing both hands for the ship, securing the body with spread legs and braced by hips inside the hatch coaming to allow uninhibited setting or retrieval of ground tackle; and the outboard motor's location de facto inside the boat for less hazardous engine access from primarily the cockpit and supported by wide afterdeck surfaces left and right of it, all of which also makes clearing or exchanging the propeller while afloat on fishing grounds a much more plausible proposition.

Taken together, these attributes should amount to an elevated utility for year round utility, plausibly well into northern climates, all at reasonable expense and building effort, certainly in comparison to the consequences of attempting to work steadily without some, without most, or without all of these safety features.

Construction

As part of her purpose as an affordable work boat, Blackliner-2K90/30P's hull structure is about as simplified as we can design it. She takes full advantage of prefabrication and prefinishing of her major components. Following the diagrams on the plans, most of them can be cut out and finished flat on the floor to be ready for installation with many items even primed, just leaving the glue and tape and screw surfaces bare where they will join with others.

With her modest wheelhouse, limited cuddy forward, and a long open working cockpit, her 30' of length is really not much boat to dread assembly of. One would start with the smaller components first such as transom and outboard well pieces, or small bulkheads/frames to establish good working habits on bits and pieces that are not too painful/costly to repeat if ruined. Once well on the way, all the components except the actual long hull bottom and topsides panels can be built in advance producing, in effect, a kit.

Then the topsides are built and finished to 90+%, both sides of them, before storing the portside piece on edge to the left of the hull assembly area and the starboard piece to the right. Finally the bottom panel is built upside down to primer stage of finish before this largest, and thus heaviest, panel is turned over cautiously. Framing out the bottom with chine log and central structural spine that extends her external keel backbone upwards to finish over 7" high/thick is next, followed

by the assembly of its sandwich composite. Which other panel will be a composite as well depends on the respective item. Topsides are off limits at this moment in time.

Once leveled and checked every day, the kit can then be added to this bottom, starting with the bulkheads and frames all the way to her outboard well and her transom. Trued and checked repeatedly over the days as this structure will gain the weight of each added component, this assembly is now ready to receive the topsides panels, making her a boat. Ergo, once the bottom is right side up, everything else is to be built on top of it right side up. Topsides will be backed by foam after they are attached to the bottom and bulkheads.

Her overall number of parts is rather limited and none require very specialized skills to produce a hull to a decent standard. Furthermore, she requires comparatively limited efforts and funds necessary for the usual temporary supports and bracing during her assembly. For the occasional physical strain of handling long floppy plywood panels, a helper will be necessary for a few hours.

Her building key should leave little room for hemming and hawing; i.e., getting depressed and losing time due to yet another setback. Quite frankly, if you get going with preparing individual panels until you have the kit, collect various pieces of hardware, get cushions and curtains in the works; i.e., get all those necessary preparations going before the dense, final assembly rush, your Blackliner-2K90/30P might very well hit the water within weeks of full time work after the start of the project. Despite this project's serious capability and economic appeal, it won't be exhausting intellectually.

Apart from all major hull components, the drawings and building key define and locate all major items such as steering system, engine controls, tankage, navlight locations, etc., with a few part numbers thrown in for further elucidation of our intent. For instance, her steering system is a standard kit while her 81gal (US) fuel tankage consists of three stock off-the-shelf items and her head is just a porta-potti. Ground tackle and line stowage are provided for while a variety of places can hold safety items for immediate access.

Blackliner-2K90/30P's electrical system' is rather limited as well, with one 2x6v/215ah deep-cycle house bank under the driver's footrest and the isolated starter battery of half that capacity aft near the engine in the port stowage bin. The house battery supports navigation lights, spot lights, cockpit work lights, interior lights, the optional GPS/depth sounder/radar combo likely required for this workboat, and a 12v outlet or two. Most of these components' locations are obvious, with personal assessment guiding final locations on the boat.

As shown, the wheelhouse roof area features two 65w photovoltaic panels each to charge one of her batteries while the outboard's offers its 17-25a alternator charge (50-60hp vs. 75-90hp engines). When she's parked on her trailer or her mooring for extended periods of time the solar panel will keep her house battery topped off with jumper cables reviving the starter battery when necessary.

Performance

This hull is optimized for moderate planing speeds towards the low 20kts range. In the proposed duty for this boat this plan-

ing speed is desirable to cover distance fast and overcome strong tidal currents casually under the premise of maximizing available time by spending it going slow where her work requires it.

A related somewhat lighter pleasure boat hull (our Design #650 Topaz) ran a measured 20kts with a 50hp high thrust outboard Yamaha T-50. Blackliner-2K90/30P's general brief is somewhat more ambitious in terms of her utility and thus is built somewhat stouter, carries more built-in capability, and would thus require 60hp large prop to get near that performance. Since she may routinely carry more than her 1+1 person crew; e.g., four to six people total plus related gear, we project the need to immediately go to a 75hp unit. One Topaz with a 75hp unit ran near mid-20s. Since 75hp outboards are often detuned 90hp units weighing essentially the same, we propose using the 90hp unit to haul a full or over load with reasonable planing velocity.

While in most trim levels she'd cruise with that 90hp unit well throttled back to maximize a four-stroke outboard's key efficiencies in its mid-rpm range. Light she should see low-20 kts, cruising for most planning range closer to 15 kts. Much of each day of survey work she would be effectively just idling along at most at her displacement speed of 7kts.

This hull could be moved about reliably in moderate conditions with a 10hp large prop high thrust outboard. For daily work for low speed jobs we'd prefer a 25hp large prop unit. But for such routine displacement speed of just above 7kts, an optimized stern shape would serve better to maximize efficiencies using least input power to make her perform her work economically. That stern shape is available.

Finally, with a dry weight of between 2,000-2,500lbs, if built in fir plywood, Blackliner-2K90/30P Dayboat's weight is not much of a challenge to trailer. The most reasonable vehicle for controlling frequent launching routines on most likely tide slimy ramps would be a midsize 4x4 SUV/truck. And while a 30' long hull perhaps sounds intimidating on paper, her light length is a slender one, allowing for less dramatic maneuvering even around town. After some training during quieter traffic volume one will routinely whisk through town towards whichever launching ramp to access nearby or faraway waters.

A Note of Caution about Using a Trap Winch, a Cargo Mast, or Trolling Gear Aboard This Light Hull

This is a light, planing inshore working craft with exceptional operational efficiencies. As on any fishing craft, crew judgement on the craft in the particular conditions will determine whether any particular fisheries is advisable in any but moderate wind and wave conditions. Issues such as gear or catchload aboard on the cockpit sole, or the number of crew, etc. all matter in the behavior of this modest craft. We would propose to operate her as a fishing craft in moderate conditions first to judge her practical suitability for any given task.

In all cases we'd equip her with a second set of engine/steering controls abaft the wheel house to allow closing the wheelhouse door solidly as standard policy to take advantage of her then tight wheelhouse and thus her reserve buoyancy in case trap hauling or trolling should suddenly catch and heel the

craft dramatically. Cutting power/backing up when trolling or releasing the trap line off the hauler are obvious reactions to mitigate against the hazards of sharp heel and corresponding risks to crew and craft.

As a matter of reasonable precaution during rising weather conditions towards extreme wind and waves, we would propose to strike the mast altogether to eliminate top hamper of weight and aerodynamic resistance of these multiple spars, the sail, and the control lines (inquire about available mast design).

While she is unsinkable by structure she is also, for purposes of operational efficiencies, a shallow narrow and light planing hull design with limited capabilities to absorb lateral loads and stresses imposed upon her by trolling action or cargo transfer as compared to craft of more beam and/or weight that can not match her efficiencies.

If routine harder trolling and hoisting work is a concern in a craft of her overall footprint and economy, the heavier displacement speed version of this hull should be examined for starters, combining various ballast options with economic low horsepower but for hull speed only (7+kts) operation.

Plans for #679-A consist of five sheets and a 27-page Building Key, available for US\$250 to build one boat, from Phil Bolger & Friends, P.O. Box 1209, Gloucester, MA 01930.

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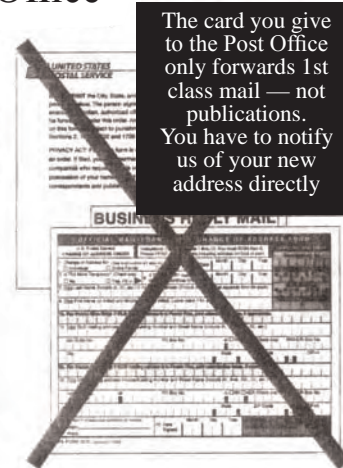
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Assume you are in the water and the boat is above you, now how do you get back on board? For this discussion we will also assume that the boat is not moving (it is a very different picture if the boat is underway and you are being dragged along beside it). Most people would use a boarding ladder or the swim platform on the stern (if there is one).

A boarding ladder can be one of the rope arrangements, a fixed device, or a folding ladder. Each has advantages and disadvantages. My previous boat had a small swim boarding platform with a fold down ladder and a grab handle as part of the platform as well as one on the transom so that one could get a foot on the fold down ladder and start up to reach the grab point. It worked better than my side folding ladder since it was at the stern of the boat and I could go up and down with the boat as I boarded. Also, it was always ready for use.

The side folding ladder stowed nicely but I had to get it out and connect it to the holding points on the gunwale before it could be used, and it was not really long enough for the job with the freeboard of the boat. My current boat has a ladder that folds in the middle and attaches into one of the rod holders on the boat. It is not the best arrangement but it works and I do not have holes below the waterline to help hold a swim platform (which this boat does not have). A problem with a swim platform is the constant "surge" it gets at the stern of the boat in a following sea or at anchor. The platform must not only hold a person, it must be attached securely enough to withstand the hydraulic forces that impact the structure with day-to-day use. The forces involved are one of the reasons most swim platforms are an open lattice arrangement which lets the water through.

From The Lee Rail

By C. Henry Depew

A major problem with most rope ladders is that once the ladder is hung over the side on a cleat, one's feet go way under the boat when trying to climb up and climbing becomes very awkward. One trick is to modify the rope ladder by purchasing two of them and then cut the spacers in half. Use the second set of steps together with the first one for more closely spaced ladder steps. The combined ladder also can come out longer so it hangs lower in the water. It helps if the rope ladder is long enough that when in the water one can stand straight up with feet on the lowest rung and then climb "straight" up the ladder with less tendency for the lower part to swing under the boat.

According to a subscriber to a boating list I read, once one's body is straight and held stiffly with a good hand hold above, this allows taking a step up without losing that straight up and down positioning. The writer noted that with "normal" rope ladders the wide step spacing requires folding one's body to reach the next step, which pushes the feet under the boat.

As noted, a swim platform with a fold down ladder is a nice arrangement. Some people forego the swim platform and simply attach a series of fold down steps to the stern of the boat. This approach requires greater upper arm strength and some agility to be used. Another option is a straight "transom boarding ladder" that is mounted on the transom and folds down when needed. Like the swim platform, it takes some agility to get in rhythm with the boat's motion in the waves. But it provides means to reboard the boat.

The above information can be applied to any boat with a decent freeboard. In a sailboat with a jib there is an additional means to get someone (other than yourself) back on the boat. It is an old trick that reappears in the sailing periodicals

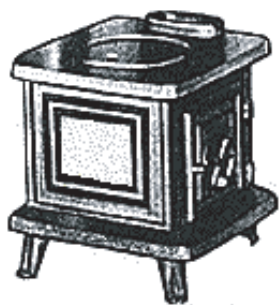
from time to time that uses the jib as a big "net." The process is to unhook most of the jib from the forestay and then lower it into the water. The person overboard gets into the jib, then the jib winch is used to haul up the sail and at the same time roll the person back onto the foredeck. Of course, a grooved sail/forestay arrangement does not work. Nor does it work with a roller furling jib. But with the "old fashioned" jib arrangements with hanks the idea works quite well with some practice. Oh yes, one needs to tighten the jib sheet to provide tension back from the tack at the forestay before starting the lift with the jib (or spinnaker) halyard.

If the jib cannot be used to retrieve the person in the water, consider a bosun's chair (or the like) and the mainsail boom. The mainsail might have to be lowered to get a connection from the main halyard to the end of the boom, as most topping lifts are not designed this type of strain, but the idea is to use the boom as a derrick arm and the halyard as the lifting mechanism. A halyard winch should do it.

On a sailboat with an outboard rudder, another fixed ladder approach is to attach a couple of fold down steps to one side of the outboard rudder that can be opened by the person in the water and be used, with additional fold down steps on the transom, to climb back into the boat.

Each of the above examples of how to get a person back into the boat requires practice. It is not something to be tried for the first time when the need arises. Go out on a calm day and try the approach best suited to one's boat. If possible, try more than one approach by going out on a friend's boat that has a different arrangement and evaluating the results. Have others set up the boarding ladder to see what the problems may be that can automatically be handled. Can the other people who usually go out with you find the ladder, set it up, and then retrieve YOU?

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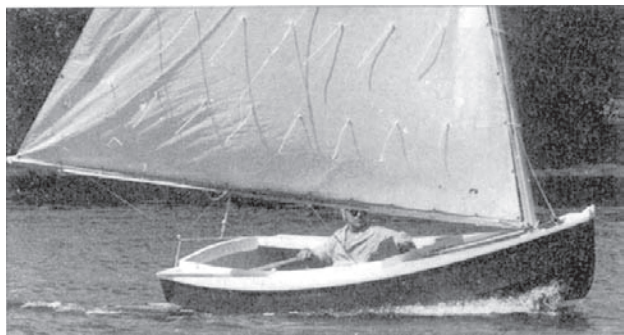


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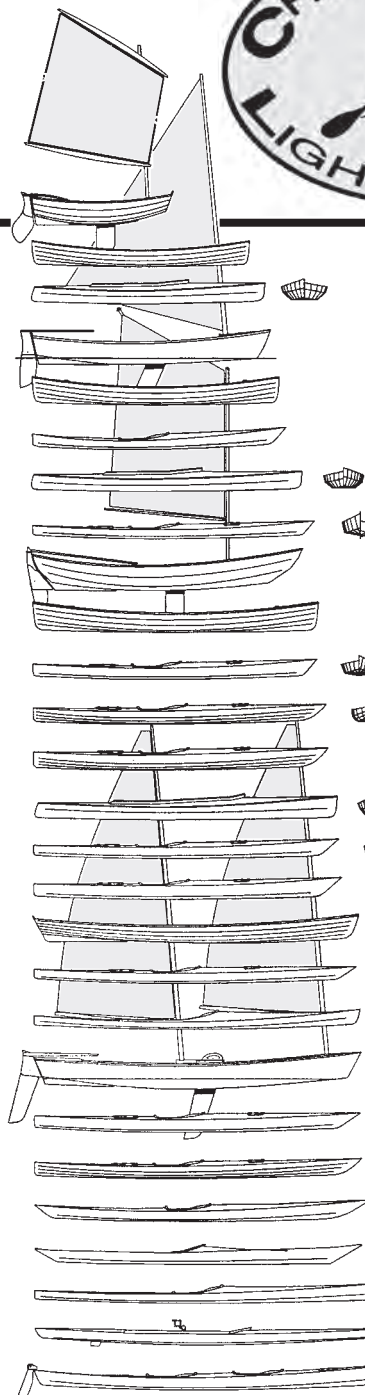
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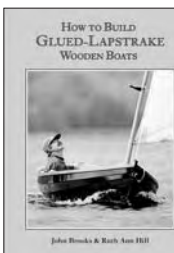
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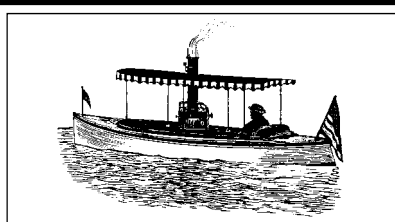


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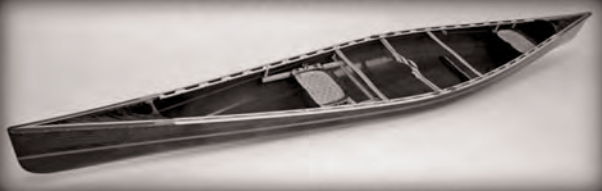
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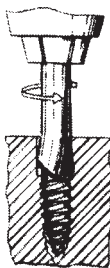
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GEAR WANTED

Trailer, for 17' O'Day Daysailer; used okay, but decent cond.

DICK KRAEUTER, Lawrenceville, NJ, (609) 392-8221, kraeutsail@aol.com (6)

BOOKS & PLANS FOR SALE



Egret 17' Skin-on-Frame Kayak, easy to build; many covering options. Plans, patterns, detailed instructions. \$55. SASE for more info.

ROSS MILLER BOAT DESIGN, P.O. Box 256, West Mystic, CT 06388. (11P)

100 Issues of Messing About in Boats from '92 and earlier. Is there anyone who would like to have them? I can even deliver sometime this spring if requested.

DALE M. CHAPMAN, Ashford, CT (860) 429-7613



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet.

DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858 (TF)

BOAT PLANS & KITS - WWW.GLEN.COM:

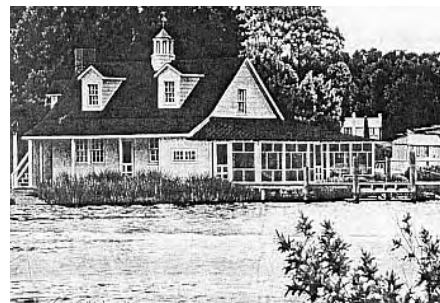
Customer photos, FREE how-to information, online catalog. Or send \$9.95 for 216-PAGE DESIGN BOOK, includes FREE Supplies catalog. Over 240 proven designs, 7'-55'. "How To Use Epoxy" manual \$2.00.

GLEN-L, Box 1804MA, 9152 Rosecrans, Bellflower, CA 90707-1804, (562) 630-6258, www.Glen-L.com (TFP)

Robb White & Sons Sport Boat, handy, pretty, proven 16' x 43" strip planked skiff. Will plane with 2 adults with 4hp. Full sized mold patterns, complete instructions. \$75. SASE for photos & specs.

ROBB WHITE & SONS, Box 561, Thomasville, GA 31799 (TFP)

WATERFRONT PROPERTY FOR SALE OR RENT



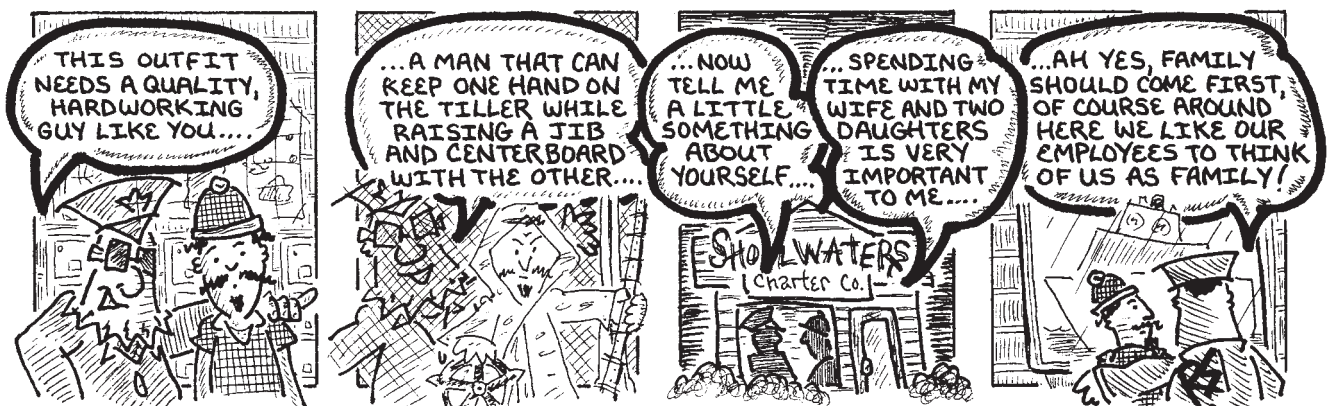
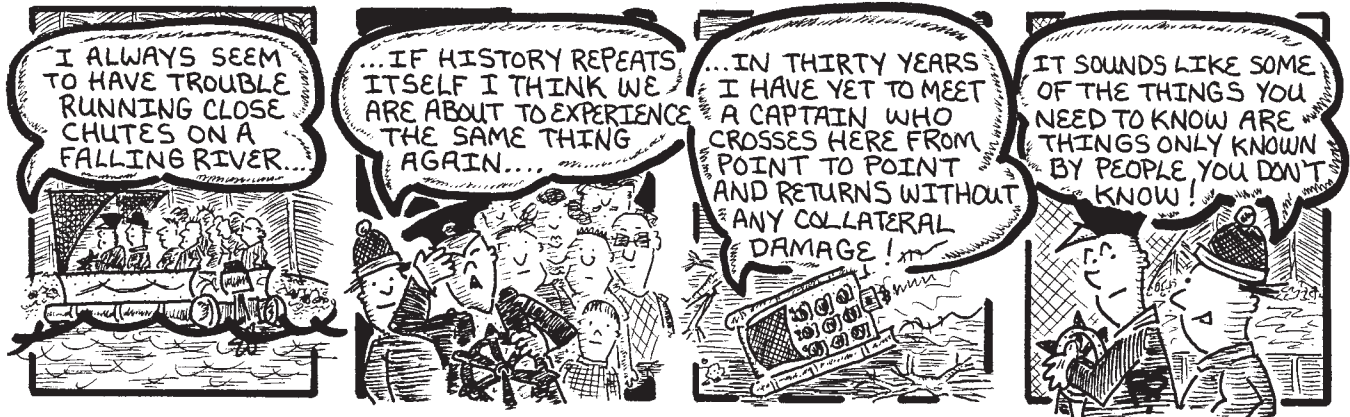
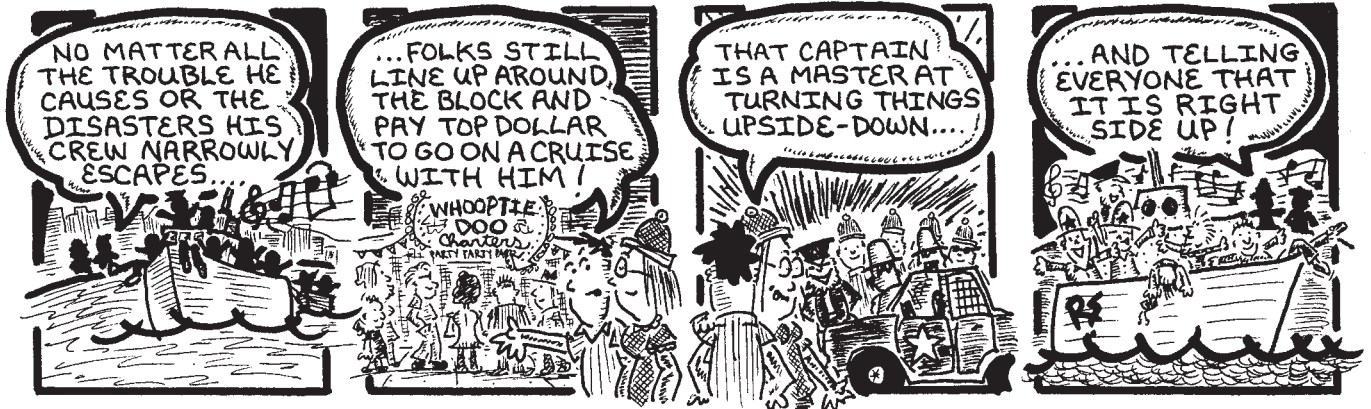
Vacation Rental Waterfront, 100yr old refurbished cottage off lower Potomac River nr Leonardtown, MD. Suitable for 3 couples or 2 families. Slps up to 10. Incl protected deepwater slip & several small craft. \$1,000-\$1,350/wk.

LEONARD EPPARD, Lorton, VA, (703) 550-9486 (TF)



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the ADIRONDACK GUIDE BOAT



Adirondack Guideboat, Inc., PO 144, Charlotte VT 05445 www.adirondack-guide-boat.com 802.425.3926

July 14-15 Lake Champlain Small Boat Festival, Vergennes, VT On Water Demos
July 20-22 Antique & Classic, Hammondsport, NY, On Water Demos
July 27-29 Finger Lakes Boat Show, Skaneateles, NY On Water Demos
Aug 3-5 Champlain Valley Folk Festival, Vergennes, VT On Water Demos
Aug 3-5 Antique & Classic Boat Show, Clayton, NY On Water Demos
Aug 10-12 Maine Boats, Homes and Harbors, Rockland, ME On Water Demos
Sept 7-9 Port Townsend Wooden Boat Festival, Port Townsend, WA On Water Demos
Oct 4-8 United States Sail Boat Show Annapolis, MD

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